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HONGKONG, SATURDAY, APRIL 24TH, 1909.

ESTABLISHED 1857

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# INTIMATIONS

NOTICE.

SEALED TENDERS, in Duplicate, for the Supply of the undermentioned STORES for H. F. M. Cruiser "VASCO DA GAMA," while in this Hurbour during the month of May, 1909, will be received by the Captain, care of the Portuguese Consulate, No. 47, Wyndham Street, until Noon, on TUESDAY, the 27th April, 1909 :-ENGINE ROOM STORES

WINE AND PROVISIONS STATIONERY. Full particulars and any necessary information may be obtained on application at the Portuguese Consulate. The right to reject the lowest or any Tender is reserved.

JOAO J LEIRIA. Consul for Portugal. Portuguese Consulate, Hongkong, 23rd April, 1909.

IN THE ESTATE OF THE LATE THOMAS BROCKETT, Foochow, China, Storekeeper. NOTICE IS HEREBY GIVEN that all

persons having Claims against the above Estate are required to send particulars of same to the undersigned before the 15th Day of MAY, 1909. And all persons indebted to the said Estate are required to make immediate payment to me. F. WM. SHAW.

Atterney for the Executor. Foochow, 16th March, 1909.

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Hongkong, 23rd April, 1909. WANTED.

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### Hongkong, 5th October, 1908. VICTORIA HOTEL SHAMEEN-CANTON.

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colony of Macao. Macao is 40 miles south-west of Hongkong. Two steamers (s.s. Swi An and Swi Tai) daily to and from Hongkong, and two stemers to and from Canton, give easy communication with

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NOTICE TO CORRESPONDENTS. ONLY communications relating to the new olumn should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on

one side of paper only. No anonymously signed communications that have already appeared in other papers will be

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MARRI GE. At the Peak Church, Horgxing, on 29rd April, by the Rev. Mr. F. T. Johnson, William, eldert son of John Little Benson, Esq., of Glen, Bollin Bingwy, Cheshire, to GLADYS MAY (Queenis), eldes daughter of Alfred Whittles, E.q., Cornersyde, lla e, Cheshire.

HONGKONG OFFICE: 10a. DES VŒUX ROAD O LONDON OFFICE: 131/FLEET STREET. EC

HONGKONG, APRIL 24TH 1909.

With all the pemp and circumstance that a heavy downpour of rain would permit, Heungchow, situated less than five miles from Macao, was on Thursday opened by coffers. Some of the lotteries have recently been obliged to atop, and the inference is the Viceroy of Capton as a commercial port Heungchow, at the present time, is a desert that the Macao Government may have to waste, with hardly a hut to be seen; but look for an increasing proportion of its the fact that, in spite of the heavy rains, revenue in future from new taxation. The some thousands of persons from the neigh- outery made by the Chinese at Macao less bouring districts attended the inauguration . than a couple of years ago. when something Shanghai. ceremony is a sufficient indication of the of the kind was suggested, will be rememwidespread interest of the Chinese in the bered, and any suggestion of that nature now project. Especially noteworthy was the would give an additional filip to the new presence of the Viceroy. The project, how- enterprise at Heungchow. ever, is not a conception of the official braic. For years past the idea has been maturing in the minds of Chinese menchants interested in the trade which is carried on between Macao and San Francisco; and we understand that the Syndicate which has the scheme in hand is composed mostly of Chinese merchants who have "made their pile" in Sin Francisco, and returned to spend the remainder of their days in the district of Heungshan. The new port of Heungehow is admittedly intended to draw the salt-fish merchants who have long been promotion on May 15 to the rank of brigadiercarrying on business in the Portuguese general.

Colony. People who suffered by the floods in the West River districts are also to be offered inducements to settle there, but as these people are mostly agriculturists, and the site of the new city of Heungehow is an unrelieved stretch of sanddunes, there does tillers of the soil. Furtherinland the country is fertile; but it is also fairly well populated. Within a radius of three miles of Heungchow there is a population of 5,000 or 6,000 persons, and we may assume that for the present there are as many agricultural

labourers there as are needed. If we say that it would be difficult to find neighbourhood of the Canton Delta a more unpromising site than Heungehow for the development of a great seaport town, we may possibly be asked whether something very similar was not said of Hongkong when the British took possession of it. That is true enough, and

no doubt, the founders of the port of Houngchow are encouraged by their knowledge of the fact that the magic wand of commerce transformed a barren rock at Hongkong, and a mudflet at Shanghai into scaports of commanding importance in the world within a period of less than fifty

An essential requisite of a thriving seaport is a good harbour. Heungchow would make an admirable seaside resort, but while the smallest of the shallow-draught steamers which ply between Hongkong. Canton and Macao are unable to approach within a mile of the shore at Heungchow, the development of the place is not likely to be rapid. We understand, however, that the Syndicate has strong financial backing and that the necessity for deepening the bay has not been overlooked in their scheme. Railway connection, presumably with Canton and other cities inland, is also contemplated. Time alone will prove whether the builders of the new city are likely to realise the hopes they now entertain. It does not appear that Heungehow is to be opened to foreign residence, though the place is to be governed much in the same way as is the Foreign Commercial Settlement at Tsinan, the capital of Shantung, which was the first city in the Chinese Empire to be voluntarily opened by the Government of Ohinathat is to say Houngchow is to have a Municipal Council on foreign lines and a municipal police force. And in order that it may the more successfully compete with Macao, it is to be made a free port, so the rumour goes. The wish is doubtless father to the thought. As soon as a foreign trade begins to develop at Heungehow, the Imperial Maritime Customs will be expected to establish a station there; and any failure on the part of the Customs authori-

ties to do so is certain to evoke a strong Peking. We cannot doubt that a determined attempt to divert the trade of Macao is intended, and it is very doubtful whether it is in the power of the Portuguese authorities now to prevent it. The responsibility rests not so much with the Colonial authorities as with successive Governments at Lisbon. Instead of allowing the Colonial authorities to spend their surplus revenue on the dredging of the harbour and other public improvements which would have enabled the Colony to maintain something of its old prestige as a centre of trade and commerce, Lisbon has squeezed it to the uttermost. The Colony now exists largely by reason of the facilities it gives for gambling. Eighty-five per cent of the Colonial Revenue is now derived from the opium and gambling monopolies. Recent events threaten the Government with the loss of itsopium revenue, which has amounted to \$334,000 per annum, and as a result of the depreced condition of trade the gambling monopolies are not yielding half what they formerly contributed to the Colonial

Cable communication with Macao has been

The morning service at Union Church tomorrow is a memorial service for the late Mr. G. Murray Bain.

Manila papers are complaining that the hemp industry is badly crippled, the present price of 11 pesos per 137 lbs being 30 pesos

less than three years ago. Colonel Jacob A. Auguar, 10th Cavalry, in command of the post at Fort William McKinley. away a trade which has long been enjoyed Philippine Islands, died at his quarters about Formosa Channel ...... by Macao, and it is stated that the new port | 6 o'clock on Sunday evening as the result of a | South coast of China between ] will have among its first residents some of stroke of apoplexy. He had been scheduled for

The appointment of Mr. Gomperts as Puisne Judge of Hongkong was notified in the LEIE BAMS. London Gasette on the 29th ult.

As a little group of Chinese speculators - who dropped a trifle of five or alx million dollars in acquiring the knowledge-know to their wt. not seem to be any alluring prospects for says the Pinang Gasette, the price of tin is governed by a variety of factors, many of them altogether beyond the control of people in Malaya.

> Mr. David Reid, of Harley House, Regent's Park, London N.W., and of Shootfield, Sundridge, Sevenoaks, Kent, formerly of Shanghai, director of the Ceylon Tea Plantation Company (Limited) and other companies, who died on February 14, aged 75, left estate valued at £105,497 gross, with net personalty \$105,267.

An exemplary punishment was passed on a Chinese yesterday by Mr. Kemp, First Police Magistrate, for snatching an carring, from a women in D'Aguilar Street. He was sentenced three months' imprisonment, four hours' exposure in the stocks, and to receive fwelve strokes with the birch.

At the annual meeting of the Y.M.C.A., Literary and Debating Society officers for the ensuing year were elected as follows: President, Capt. A. Baker; Vice-Presidents, Mr. E. B. Cuber and Capt. F. A. Brown; Secretary, Mr. P. Currie; Hon. Treasurer, Mr. R. Taylor; Committee, Mr. W. H. Emberley and Mr. W

A house boy in the service of the Hon. Mr Pollock at his residence 18 Plantation Road Peak, was yesterday at the Magistracy fined \$202 for illegal possession of large quantities of opium. The excise authorities learned that the defendant was selling opium, and on visiting the house they searched the pantry and found a large quantity of opium.

Arrangements, we read, have been made for the shipment of a very large cargo of Tasmanian sleepers for the Chinese railways. The steamer-Scotlish Monarch took a cargo from the Huon last month, and reached Hongkong on the 21st inst. The shipment consists of 84,003 sleepers, equivalent to 2,520,000 feet. This, is the largest cargo of timber that has left Tasmania in one bettom.

the Chinese Engineering and Mining Co. will pay an interim dividend of is. 6d per share free of tax, on account of the year ending February. 28th 1909. The dividend is declared payable on the 1st of May. We may add that the Chinese Engineering and Mining Co. which work the well-known Kaiping mines in North were about to form the subject China his just opened an office in Hongkong at No. 16 Alexandra Buildings, Mr. J. Sommerville Dolle being in charge.

Captain G. Willoughby of the Stanley prosecuted an amah for disobedience at the Magistracy. It appears, she had been ordered inquiry. by Mrs. Willoughby to wash a shirt, but she replied that she could not iron, whereupon her mistress told her to wash it and not to trouble about ironing. The amah replied " no can iron; no can wash." She began to shout in the protest from the Diplomatic Corps in dining room and became so noisy that Captain Willoughby put her out. Still the "bobbery continued and the police had to be sent for to arrest her. Mr. Kemp fined her \$4.

> The Bandmann Dramatic Company, the only essentially dramatic combination that has visited the Far East for some considerable time, is expected to arrive in the Colony shortly, and will open their season on Tuesday, April 30th with "The Prisoner of Zenda," at present being produced at the St. James Theatre. London, with phenomenal success. The Company's repertoire comprises some of the most popular dramas of the day, and we understand that the present combination is the strongest and, up to the present, the most successful ever sent Eastunder the direction of the popular M: Maurice E. Bandmann. For further particulars see our advertisement columns.

Wang Ta Hsieh, the late Chinese Minister to the court of St. James', who during the last two years has been studying the British Constitution; left London last month for Brussels. His Excellency was to spend a few days in Brassels and Norway, and afterwards go to Peking to take up his new post as the Vice-President of the Department of Communications. At the station to see him off investment. were Lord Li Ching Fong, K.C.V.O., the Chinese Minister, Sir John McLeavy Brown, C.M.G., Councillor of the Legation, Mr. Ivan Chen, Mr. Wang Kehtsuen, Mr. Liu Ti Tso, Mr. Tung Cheng Ling, Mr. Cheo Fong Kong. alarge number of Chinese students, and Mr. Byron Brenan, formerly Consul-General at

# WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:-On the 23rd at 11.55 am.—The barometer has risen over Japan and the S. coast of China.

and fallen over N. China. A new depression appears to be developing over China to the North of the Yangtze, and the highest pressure is now shown over the Eastern Ses.

Moderate E. to S.E. winds may be expected in the Formosa Channel and the N. part of the Hongkoug rainfall for the 24 hours ending at 10 a.m. to-day, 0.31 inches.

The forecast for the 24 hours ending at neon to-day is as follows:---Hongkong & Neighbourhood(\*)

E. to S.E. winds, moderate. Hongkong and Lamooks. Bouth coast of China between Hongkong and Hainan .. (\*) E. winds, fresh to moderate; cloudy, misty, days.

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SHOSEN KAISHA OSAKA

LOAN.

~Tokyo, April 23rd.

The Osaka Shosen Kaisha has negoiated with the Tokyo Banks for a loan of two million yen. Seven percent debentures are offered at 95.

THE BRITISH SQUADRON.

Tokyo, April 23rd. Arrangements are being made to welcome the China Squadron which arrives at Yokohama on the 29th inst.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PEESS "]

TENDERS FOR IMPROVED DREADNOUGHTS.

LONDON, April 22nd.

Eighteen private shipbuilding yards have tendered for the building of the new "Dreadnoughts."

The specifications require that the ships shall be thirty per cent. more powerful than the original type.

LORD CHARLES BERESFORD AND THE NAVY.

LONDON, April 22nd.

The Rt. Hon. H. Asquith, the Premier, has stated in the House of Telegraphic advices have been received that Commons that Admiral Lord Charles Beresford had recently submitted to the Government a statement dealing with the readiness of the Home Fleet. The points raised in the statement inquiry by the sub-Committee or Imperial Defence, over which he (the Premier) would preside. The Admiralty concurred in desiring the

# THE BUDGET.

London, April 22nd. The Chancellor of the Exchequer will submit the Budget to the House of Commons on the 29th inst.

MASSACRES APPALLING ARMENIA.

London, April 22nd. Reports from Constantinople state that 10,000 Armenians have been massacred in the Syrian towns.

One report received by the British Embassy estimates the number killed at 15,000,

THE SITUATION IN TURKEY

London, April 2r3d.

The Deputies and Senators sitting as a National Assembly at Stefano have issued a proclamation exhorting obedience to the Army of

The Fleet, which left for Constantinople without Admiral Gamble, has unexpectedly arrived (at San Stefano?) and declared loyalty to Parliament.

SLUMP IN WHEAT.

EXPECTED CORNER IN COTTON.

London, April 23rd.

In the absence of Mr. Patten, who has been speculating heavily in wheat but whose whereabouts are now a mystery, the bears have dumped wheat Chicago and New York prices being

The brokers fought each other; coats were ripped off and blows freely exchanged.

The New York "Evening World" states that Patten is trying to corner Same as No. 1. million sterling within the last two

## SUPREME COURT.

Friday, April 23rd.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MB. H. H. J. GOMPERTZ (PUISNE JUDGE).

A SHAMAN'S EMBARRASSMENTS. Ho Cheung, part owner of a junk, was before the Court to admit or deny several claims for goods supplied. Mr. Reader Harris (of Messrs. Wilkinson and Grist) appeared for the defendpresented different plaintiffs.

action as the claim was simitted, and the defendant might run away.

got the junk?

defendant. The other day a member of that tirm called to see him to pay him some money. Mr. Harris-We are not. We should want

to be paid if we were creditors, not to pay you, Mr. Gardiner-I also have a writ against this defendant.

His Lordship.-When do you come on, to-day? Mr. Gardiner-I have a writ for substituted

Mr. Dixon-In action 413 I have an interim attachment.

Mr. Harris-Simply served on the place of

Mr. Dixon-The place of business is the junk. His Lordship-The best thing is to let these actions stand over until to-morrow morning, Mr. Harris will then know his client's views. Mr. Kong Sing-Mr. Harris ought to know

now, as his client is here. Mr. Harris-I don't think one day makes any difference. You will know all about it to-

morrow morning. Mr. Dixon-This man knew of these proceedings ten days ago. If Mr. Harris comes here

with insufficient instructions he ought to take the consequences. Mr. Harris-Do you want judgment against

Mr. Kong Sing-My intention this morning was to ask for immediate execution and sale. also have an interim attachment against this

His Lordship-11 you people who come or to-day ought to rank pari passu,

Mr. Kong Sing-I submit not. Mr. Dixon-Are you going to try to get in

before me? Mr. Kong Sing-Mr. Dixon has precedence. Mr. Harris-I think the plaintiffs appear to have got all they want for the present. They can now wait until to morrow morning.

morrow morning. MACAO.

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, His Lordship-Yes. I will take the case to-

FROM OUR CORRESPONDENT.

April 23rd. STEAMERS DELAYED.

This is the season of the year when the need for the dredging of the harbour is daily emphasised. Owing to the low tides the arrival of the steamers from Canton and Hongkong are delayed and much inconvenience results. The Canton steamboats which are due at night season in Hongkong to a conclusion on Monday are unable to enter the harbour until night, and genuine regret will be expressed at the morning, and yesterday the Sui Tai, for their departure. They have given the colony a the first time this year, got stuck on the mud higher standard of entertainment than it has opposite the Lighthouse and did not get to enjoyed for some time, and the impression they her berth until about eight o'clock.

STREET STALLS. restriction on the number of licenses for street stalls? These stalls are now scattered all over the city. Why should the Leal Senado grant licenses for stalls which are run as openeating houses, encouraging competition against fact that they are on the list of house-holders? Last year some anthority placed restrictions on this abuse of the stall-holder's license, but of late there seems to have been a reversion to the old state of things, and the number of stalls in every audience. the public thoroughfares has become an intolerable nuisance. "THE HIDDEN LIGHT."

A new lantern for the Guia Fort arrived six or seven weeks ago, and has remained carefully packed in its case in the Government godown. I hope it will not be forgotten, like the Supreme " is a one act play of great human seismograph which came out some years ago and still remains in its packing case. MACAO'S RIVAL.

attend the ceremony of inaugurating the new Port of Heungchow yesterday.

# JAPAN AND MANCHURIA.

Secretary of State for Foreign Affairs whether laughter, and Mr. Ward received a great ovation his Majesty's Government had received official for his clever work. notification that China had addressed a formal despatch to the Japanese Minister in Peking asking that the whole of the Manchurian question should be submitted to The Hague Tribunal; whether they had received official advice that the Japanese Minister was endeavouring to induce China to withdraw this despatch; and, if this was the case, whether his Majesty's Government proposed to take any steps in the matter, and were prepared to instruct his Majesty's Minister in Peking to support China in this demand.

Sir E. Grey.-His Majesty's Government have received no notification on the subject from either Chins or Japan, though I understand that the Japanese Government have cotton, in which he has invested a declined to submit to arbitration certain questions connected with Manchuria. I do not see on what ground his Majesty's Government can intervene in the matter.

### A RE-HEARD CASE

Mr. Kemp was occupied at the Magistracy yesterday morning hearing the re-opened case in which Morris Bon had been sentenced to two months' imprisonment for larceny as ballee of \$500 belonging to Dora Jackson.

Merris Bon declared that he had known Dora Jackson only two months. He did not know her in South Africa. He had not asked any of his friends to pay her the money back, and he came back from Saigon on his own accord. No mention was ever made to him of a draft. Dora ant, while Messrs. Otto Kong Sing, C. F. Dixon Jackson sent home £3 a month for the mainten-(of Messrs. Hastings and Hastings), and J. H. | ance of her child. He was aware of this because Gardiner (of Messrs. Brutton and Hett) re- he had conducted her correspondence. She knew that he would be going to Singapore Mr. Kong Sing asked for judgment in his because he was booked through from Shanghai to Singapore and only brokehis journey here for a short time. He understood the charge sgainst His Lordship-What does it matter; you've him had been withdrawn and that was the reason he said nothing at the trial On the days she Mr. Dixon said that Messrs. Wilkinson and | had a notice from the police to leave Hongkong. Grist were acting for creditors as well as for the she asked him to ask Dr. Fitzwilliams to call with a view to obtaining a certificate that she

> Cross-examined—For some years he was the sweetheart of Sarah, Russia" at Singapore. He was not deported from Singapore. When he came from Shanghai he had not a woman with him. There were several women He had not a woman with him from Saigon. He was a prisoner and could not bring any body with him. When he said that he came up voluntarily he meant that although the police put him on board at Saigon they had no control over him. He explained having \$175 when searched by the police as part of the money which he earned as agent for the sale of lamps. He received \$150 a month and commission.

And does that enable you to run round?—I have other business in Shanghai, Harbin, and all over the place in China.

I suppose you have been in gaol there? No. I have not. I have not been in gaol before. The question was not allowed.

Witness-I will not answer any more questions if I am to be insulted. What is your nationality?—No answer.

Witness added that he was a jack of all trades. and that having been a commercial traveller. going all over the East he had met these ladies. some of whom were his friends.

Bertha Goldstein said she had met Morris Bon five or six times. Witness spoke to visiting Dora Jackson and hearing her say that she lent defendant \$500 and that he did not pay

her back. Dora Jackson (complainant) said she was in the habit of sending drafts home.

Cross-examined—She met the defendant at Singapore. She had known him a year. She was a Jewess. She had been married but was divorced. She paid £45 a year for the maintenance of her child. She had the \$500 in her house and she wished to send £45 for her child's maintenance as she was leaving the colony and did not know where she would go,

His Worship, after hearing other evidence confirmed his decision in sending Bon to prison for two months.

# THE WARD COMEDY COMPANY.

# PAREWELL PERFORMANCES.

The Ward Comedy Company bring their have created has been in the highest degree favourable. It is a truism to say that the Is it not time that in the interests of the theatre going public of Hongkong appreciate shopkeepers, the Leal Senado placed some the best which the stage can give, a fact which has been demonstrated by the goodly patronage given nightly to this excellent combination. Mr. Ward will ever be remembered as a personification of comedy. Practically everything he said and didmade us laugh. Even his look, like the restaurants which pay large contribu- that of Harry Lauder, made us smile. Then tions to the city coffers by reason of the Miss Palotta, with her lavish endowment of feminine charms, will not be forgutten. She represents the highest type of actress. Versatile, artistic, and above all, natural, she displayed wonderful histrionic ability, and delighted

The Company have already given us of their best, and certainly not less than their best will be the concluding performances. To-night there will be a dramatic farewell—that is to say. two plays which belong to legitimate drama will be staged to-night. The first "The Test interest and intensely dramatic, and the second · Young Mrs. Winthrop" is a beautiful domestie drama. Monday night will be devoted to Great numbers of Chinese left the city to pantomine and vandeville entertainment, the principal features of which are Miss Palotta's singing of "Oh listen to the Band" and Mr. Ward's fantastic creation "The Scarecrow," a most mirth provoking sketch.

Last night's performance of "When knights Winterton (Sussex, Horsham, Opp.) asked the were bold "kept a large audience in roars of

# LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. Singan left Haiphong on the 22nd inst., and is due here on the 26th inst. The Danish str. Canton left Singapore on the 22nd instant, and may be expected here on or about Wednesday the 28th inst. The Apear str. Gregory Apear from Calcutta

left Singapore on the 22nd instant at night, and may be expected here on or about the 28th The N.Y.K. str. Kanagawa Maru (European

Line) left Shanghai on the 23rd instant, and is expected here on the 26th instant. The N.Y.K. str. Yeboshi Maru (Bombay Line) left Bembay for this port, via Singapore

on the 21st instant, and is expected here on the 10th prox.

CHAMBER OF

The annual general meeting of the Hongkong General Chamber of Commerce was held in the City Hall yesterday afternoon. The Hon. Mr. included Messrs. D. R. Law, A. Babington, W.C. Bonnar, J. W. Bandow, H. A. Siebs, E Shellim, H. E. Tomkins (committee), E. A. M. Williams (secretary), A. S. D. Cousland, C Woldering, F. Pagett Hett, H. P. White, C. G. Gok, J. Owen Hughes, C. H. Ross, S. D. Setna, E. G. Barrett, F. C. Mow Fung. V. Bosch, W. S. Bailey, S. Silverstone, C. S. Gubbay and S. H. Michael.

The SECRETARY rend the notice calling the ! meeting.

The CHALLMAN said - Gentlemen, The report and accounts having been in your hands for some days, we will, with your permission take them as read. As you will have observed from the published correspondence new before you, the Committee have lad an unusually busy year, having been called upon to consider and deal with a large number of important questions. I will now refer to those which appear to deserve special mention, as briefly as possible.

THE TYPHOON REFUGE. For a considerable number of years this Chamher has urged upon the Government the need for increased protection for small craft in the harbour, the Causeway Bay Phelter having for some time past proved inadequate for the purpose. The question has again been brought prominently forward and considerable discussion on the subject has taken place during the past twelvemonths. As you will remember at the time of the tornado of 18th September, 1906, which resulted in such heavy loss to the small craft in the harbour, H.E. Sir M. Nathan promised that any funds raised by public subscription in the Colony for the relief of the sufferers from the storm would be doubled by the Government. So generously, however, was our appeal for aid responded to by all nationalities trading here, that the subscription not only fully met all claims upon the fund, but left surplus of some \$35,000 which was headed to the Government to be used, to far as the fund would last, for the relief of sufferers under similar catastrophes. The Colony's subscriptions therefore not having been drawn up, the Relief Committee suggested that the Government contributions which otherwise would have been devoted to the typhoon fund should be used as a nucleus towards the construction of a new typhoon refuge for small craft. The sum to which the Colony was pledged by Sir M Nathan amounted to close upon \$280,000. The question as you are aware, has now reached that stage when we hope that before many years are past this refuge, so urgently needed for the general welfare of the Colony, will be an accomplished fact. The question of the cost, however and the means by which the necessary funds were to be raised have led to considerable discussion with the Government. The original estimate was about \$600.000. Each succeeding calculation increased this sum until this was nearly trobled, the latest figure being considerable over 12 million dollars. In order to raise this sum the Government proposed to pay half out of current revenue, and theother half by a special tax on shipping.

THE TAX ON SHIPPING.

The reasons for this proposal are fully set forth by His Excellency the Governor in a very lucid memorandum; dated 8th May, 1908, which is included in our report. I need hardly say that the arguments put forward in this memorandum do not, by any means, meet with the support of marks in the United Kingdom should not be the Shipping Companies, and the memorandum from their representatives enclosed with a letter to this Chamber, dated 23rd June last appears to show very clearly that His Excel. lency's reasons are fallacious, and if acted upon | in the Far East-a view in which I trust the are directly opposed to the real interests of the Colony. It would, in our opinion, be a very great mistake were the Government to look upon shipping as the milch cow which is to engaging the attention of the Foreign Office, supply so much of the loss of revenue experienced in other directions, and to furnish funds for great public works which are required in the interests of the Colony as a whole, and not in that of the shipping only, but this is unfortunately a fear which we have entertained since the recent action of the Government. It is quite true that when a typhoon approaches this Colony considerable delay, and consequently pecuniary bulk of the small craft is not directly emis, on the contrary used more largely by delay as may be necessary. merchants, property owners, and the usual classes of wholesale and retail dealers which go refuge is for the benefit of the Colony as a whole, not particularly for the benefit of shipping, and under these circumstances the funds needed for therefuge should be provided out of general taxation towards which the shipping and shipowners fully contribute in light dues, license and other fees, and taxes on their shore properties. This view, unfortunately, does not appeal to the Government who, as I have already stated, appears to believe that because individual charges are not to their mind high, it is quite immaterial how these taxes are piled up.

LICENSE FEES ON LIGHTERS. COMMERCE. proposed that all sorts of expenses in this connection, expenses which would be incurred in the interests of the Colony, should be put upon the ship-owners. This last proposal, I am E. A. Hewett presided, and those present glad to say, has been dropped, as the Committee merce, these repeated attempts on the part of of the Chamber has been able to convince the was unreasonable, and opposed to the system which obtains in other ports. As I have of such fights. previously stated on more than one occasion. Hongkong owes its position as one of the leading shipping ports of the world, entirely to its geographical position.

THE DECENTRALISING TENDENCY OF SHIPPING.

It is within the memory of many when practically the whole of Far Eastern trade centred in some three ports in Japan, three in China, and portance to this Colony, and such influence as in Hongkong, ocean going steamers rarely may be possessed, both by the British Goterncalling at other ports. The consequence was ment and the business community of this that an enormous trade centred in these ports, | Colony should be directed towards encouraging, collected by coasting vessels which acted as and, where possible, helping on, the complefeeders to the ocean lines. This tendency for tion of the much needed work, on terms satisfactory to the communities interested, as concentration is, however, largely disappearing. Of late July shipowners have shown an increasing readiness to send their ocean steamers to other ports and this is, year by year, becoming more marked. Owners are now the local shipping of this Colony has loading steamers direct for Europe or America | been raised by the Board of Trade, which at ports whose names were hardly known to the is, whether seamen engaged on board British did not even exist; and with the increased facili- to understand orders given them. This regulaties for direct trade, which the development of tion was not to apply to British subjects, out by His Excellency, suffered heavy loss railways in China and other improvements which and a further question therefore arose as toare constantly offering, this tendency to decen- whether Chinese seamen belonging to Hongtralization must increase. The movement can- kong could produce certificates of place of birth

cribe as a suicidal policy of increasing the taxes on shipping when they should on the other shipping to the port instead of driving it away. on this point, not because I wish to urge the under the British flag in this part of the world interests of any one section of our trade, but as apart altogether from such special interests as we may individually represent, I speak here, as I always do under similar conditions, in what I sincerely believe to be the true interests of the of the opium divans by order of the Home Go-

PRIVATE MOORINGS.

In my address last year, I referred to the Government proposal that the use of all moorings in the harbour should be placed in the hands of the Harbour Master. It was hoped that the Government would have accepted the reasons against this scheme which had been put forward by them, but unfortunately this was not the case, and further correspondence has passed between the Chamber and the Colonial Secretary which is now published in our report. We are still in an unpleasant state of uncertainty as to whether the Government may not in the end endeavour to force upon us what we cannot but look upon as an entirely unnecessary and v tious piece of legislation.

TRADE MARKS.

The question of the Registration of Trade Marks has, as you will see, also received the attention of the Committee, who have informed the Government that in their opinion compulsory registration of trade insisted upon as one of the conditions under which they can be registered in the Colony; and in order that the Home Government may l in a position to protect British trade marks members of the Chamber concur. We under stand that the whole question as to the protection of British trade marks is now seriously and we trust that the principle of the right conferred by prior usage of a trade mark will be accepted by H. M. Government.

CHINA'S CURRENCY.

The important question of the reform of China's Currency has, during the past year, been advanced another stage the issue of an Imperial Edict ordering the Provincial Anthorities to take trade with her, and it is to be hoped the terms the Shipping Companies. It of the Edict will be carried out with as little

ATTEMPTED OPIUM MONOPOLY. into force, this would be a direct violation of the treaties. For the moment, ewing to the representations made by the Consul-General at Canton, the Chinese Authorities made no further move, but the British Minister at Peking at first took the view that the contemplated regulations did not amount to the establishment of a monopoly and consequently did not amount to a breach of the treaties. After considerable further correspondence with the not correct this view, nor did the Secretary of

License fees on lighters have recently been | tion at Peking, an assurance was however only by constant vigilance on the part of foreign merchants, and the Chambers of Com-Government that this last proposed exaction foreign trade can be checked. The whole history of our Chambers is one long record

> CANTON HOWLOON RAILWAY. It is satisfactory to be able to refer to the progress now being made with the neares section of the railway system which we hope before long will link our Colony with Europe. It is however very much to be regretted that such slow progress is being made with the the extension of the line from Canton to Hankow. This is a matter of utmost im-

well as the investing public. CHINESE SEAMEN ON BRITISH SHIPS. Another question of great importance outside world a few years ago, or which then ships possess a sufficient knowledge of English that full and adequate compensation be accorded, not but be encouraged if the Government of thus entitling them to this exemption. His Hongkong persists in what I cannot but des. Excellency The Governor held the opinion that such a regulation is not feasible, a view which was strongly endorsed by this Committee, as it hand, be doing all in their power to attract appeared to us, if the proposal of the Board of ing to make the shipowner bear certain expenses Trade were acted upon, it would result in put-I have spoken, Gentlemen, at considerable length | ting an end to all Coasting and River trade |

THE OPIUM DIVANS.

with this Colony, is that relating to the closing

Colony as a whole, and it is only because of the vernment. The whole question has recently been special knowledge my business gives me of this so thoroughly dealt with in the Legislative Coun- with the question of the issue of lottery tickets. side of the question, that I consider it my duty | cil, and by the local Press, that it is unneces- in connection with the sale of Japanese cotton as your Chairman to utter a most earnest sary for me to here go into details, but in order yarn. The system is to our mind a most perword of warning to the Government against to place on record among the Chamber of Com- nicious one, not only from a true business point what I cannot but consider a line of policy merce papers, for the use of future members, the of view, but as also being opposed to the gambwhich if persisted in must in the long run re-act | more recent contributions to this discussion, we | ling laws of our country, and we trust that the seriously against the prosperity of the colony. have considered it advisable to print as an annex attitude taken up by the British Authorities and to our report the two valuable documents bear. the representations made on the subject will ing on the question which have recently been put a stop to this scheme once and for all. laid on the table before the Legislative Council. I refer to Mr. Clementi's memorandum of 12th June 1908, and that of His Excellency Sir F. Lugard, dated 18th October, 1908. So much sentiment and partisanship has been unfortun. Autumn, after baving been in force for upward of ately permitted to enter into the whole question to years. The Committee much regret being of the opium trade with China that it is not obliged to take this step but the financial posieasy to obtain clear and unbiassed statements in the matter. These, however, are to be found in the memoranda I have just referred to and I am sure all the members of the Chamber of Commerce will agree that we are greatly indebted to His Excellency and Mr. Clementi detain you unduly by touching upon them all. for such valuable additions to the history of the There is however one more to which I think I opium question, and for the clear manner in which should refer. That is the all important one of they have helped to demonstrate how greatly military training as raised by Sir Henry exaggerated are many of the ex-parte statements Berkeley in his letter of 16th July last, which have from time to time been made with It has for many centuries past been an axiom regard to the opium trade, and the effect the use of the drug has on the Chinese nation as a whole. Once we are convinced that the Chinese Government and the Provincial Officials are really truth. We accept it without question that our antions to curtail, if they cannot altogether suppress, the use of opium, and are loyally hardly be called an ideal place in which to learn carrying out their share of the bargain, we must to ride, but there are excellent opportunities for Brawn, and it was decided that each club be asked perform our part, but I think we are probably all learning to shoot, and I can only express the to nominate a representative to the committee. agreed that the action of the Home Govern- hope that younger section of the community, ment as to the arbitrary closing of the opium realizing their duty towards the Empire will divans, in Hongkong, which was ordered by take advantage of the very liberal provision made them without reference being made in the first by the Government for the Volunteers and will place to the public opinion of the Colony as is show their appreciation of this, and a proper by games and not sets. Each pair to play the usual under such circumstances, was an abuse of sense of duty by all going through an efficient other pair. the position held by the Government towards a course of training in the ranks of the Volunteer a Crown Colony. We trust therefore that the forte, so that should it unhappily occur their Chamber will approve of the protest made by services were ever required they could feel they the Committee against this arbitrary proceed. ing. We saw distinct danger in the giving up their country as all men should be able to do. by of the control of public opium smoking, while it appeared problematical that the closing of the divans would result in any appreciable decrease the necessary steps to introduce a standard in the quantity of opium consumed in the Colony. loss, is incurred by such shipping as happens silver coinage for use throughout the Empire. The Secretary of State for the Colonies has to be in port at the moment, but it has This question is, of course, of the utmost im- recently assured us that "the supposition that apparently been entirely overlooked that the portance both to China and all engaged in His Majesty's Government have acted with indifference to the views and interests of the inhabitants of Hongkong is entirely erroneous", a representative of the Senior Partner it appears terests of the Colony have indeed been sacrificed have special significance through being made on During the period under review another to the political needs of the Home Government. such a date; for I would remind you Saint attempt has been made by the Authori- We considered we were justified in making the George has for many years been accepted as the Colony. This, I think, can be demonstrated by ties in the Provinces of the Two strongest possible protest against a hasty Patron Saint of soldiers; as the embodiment of any one who cares to go down the Praya on an Kwengs to establish what would practically policy such as was fcreshadowed by the heroic patriotism. average working day, and make enquiry as to have amounted to a monopoly for the sale first instructions on the subject. In this the purpose for which each junk and native boat of raw and prepared opium. The British connection, to show we had reason for our on the water frontage is being used, and by firms in Hongkong interested in this trade apprehension, I would point out that the whole of the Chamber can hardly been considered satiswhom engaged. It will be found that a very represented the matter to the Chamber, tenor of the debate in the House of Commons factory, as for the past two years our expendismall proportion only is engaged by ship- who strongly supported them in the view on the 6th May last, distinctly pointed to an ture has very considerably exceeded our ping firms. Our contention is that the taken, viz: that if the proposed regulations immediate closing of all the divans in Hongkong. revenue. This matter is receiving our careful for further control over the opium were brought. This was unquestionally the impression we consideration and we trust that by adoptconveyed to those present at the debate. More than one honourable member referred to this, while one supporter of the Government stated that "he gathered from the Under-Secretary. of State that opium was immediately going

on behalf of the Government. Reference hav- | gue, Mr. Broderson and the return home after very largely salvanced. A demand was made for given by the Waiwupu that the contemplated ing been made in the earlier part of the debate many years service of our old friend Mr. a quarantine station, and immediately it was regulations would apply to native opium only. to the closing of opium divans in certain Chinese Siebe. Mr. A. G. Wood who has also So far this is satisfactory, but as I have had Cities by the Imperial Government, Colonel occasion to point out on previous occasions, it is | Seely stated that the day previous the following telegram had been despatched to the Governor of Hongkong: "H. M's. Government have "decided that steps must be taken to close opium "dens in Hongkong as they recgnise that it is "essential in dealing with the opium question in " Hongkong that we must not up to the standard "set by the Chinese Government. "That" the "Under-Secretary went on to add "is decisive ac-"tion." . syon are aware, the resolution which was ultimately passed by the House of Commons, was to the effect that H.M. Government take steps to bring to a speedy close, the system of licensing optum dens now prevailing in some of our Crown Colonies, more particularly Hongkong, the Straits Settlements and Ceylon. In view of the above it is difficult to understand why the Secretary of tate for the Colonies should have considered it necessary to animodvert upon the protest made by unofficial members of the Council, as they had morely taken the Home Government at their word. It is however satisfactory to be able to record that H. M. Government has so far realized the hardship caused to this Colony as to promise to ask Parliament to give a substantial contribution towards making good to the Colony the direct loss of revenue resulting from measures adopted under their instructions. It now remains with this community as a body to see the more so as we have already, as pointed

> through the action of the people at Home. THE NEW QUARANTINE STATION. Another matter which hasengaged the attention of your Committee is the proposed regulation for the working of the new quarantine station at Laichikok. Here again the Government attempted to unduly tax shipping, by endeavour. in connection with the establishment which we considered should be charge on the general revenue of the Colony. After some correspondence it was decided to adopt a similar system of One of the most momentous questions which charges on shipping, as usually obtaining has of recent years been raised in connection in the neighbouring ports.

THE YARN LOTTERIES.

It is a cause for much regret that during the past year we have again been called upon to deal

REUTER'S POLITICAL TELEGRAMS: As you are all aware the arrangement by which the Chamber of Commerce had received and circulated Benter's Political Telegrams to an endlast tion of the Chamber did not justify our con-

tinuing the service at a loss. MILITARY TRAINING. There are various other matters of considerable interest dealt with in our report but I will not among some of the most vigorous peoples of the world that all the youth of the country should learn to ride, and to shoot, and to speak the young men do speak the truth. Hongkong can were prepared at a moment's notice to serve

ST. GEORGE'S DAY. I have just been reminded by the mention of the date in the notice that to-day 23rd April is the nameday of my patron Saint, Saint George of England. It is possible that there are some present here to whom the name of Saint David or Saint Patrick or even that of Saint Andrew may appeal with greater force, but speaking as but we do feel that in this matter the true in- to me that the remarks I have just made should

THE CHAMBER'S ACCOUNTS. Turning to the accounts, the financial position received here, and appears to have been that ing certain changes in the working of the office to considerably reduce our expenditure It is more than probable however that at the end of the current year the committee may find it advisable to recommend to the Chamber to raise the subscription which was reduced in in Ceylon and Hongkong, and they were 1867.

CHANGES ON THE COMMITTEE. in sight of the same as regards the Straits Settlements." - Colonel Seely did place during the year, in our committee. We three times weekly after June 1st.

Hongkong Government and the British Lega. | State for Foreign Affairs, who closed the debate | have to regret the untimely death of our colleahas resigned on his leaving the East, as has also Vr. H. Keswick. To all these gentlemen the Chamber is much indebted for good work done in the interests of the Colony.

THE LATE ME. MURRAY BAIN. At this hour yesterday, gentlemen, we were paying the lastmark of respect to one of our oldest and best known residents. Mr. George Murray Bain, as we all know, has for many years, for more years than most of us have been in this world, been a prominent member of our community. Representing an important section of the Fourth Estate throughout his long and honourable career, he consistently showed himself to be a courageous champion and a fearless eritic, working with all his ability to further the interests of the Colony in which he spent so large a part of his life. In view of the almost unique position held by Mr. Murray Bain I think I am justified in thus referring to our friend, and I venture therefore, on behalf of the Hongkong General Chamber of Commerce to offer our most heartfelt and respectful sympathy with the members of his family who are now mourning his loss. With these remarks I beg to propose the adoption of the report and accounts for the year 1908.

Mr. WHITE-I beg to second the motion, and in doing so I desire to congratulate the committee on their work during the past year, and on their efforts in safeguarding the commercial and shipping interests of the Colony.

The motion was carried unanimously. On the motion of Mr. BARRETT, seconded by Mr. Ross, the following members were elected to the committee for the ensuing year:--Hon. Mr. A. E. Hewett, Mr. J. R. M. Smith, Hon. Mr. W. J. Gresson, Messrs. A. Babington, J. W. C. Bonnar, J. Bandow, D. R. Law, H. A. Siebs, E. Shellim and H. E. Tomkins.

The CHAIRMAN proposed, and Mr. LAW seconded, that the Asiatic Petroleum Co., Ld, of London, and Mr. F. P. Talati be elected members of the Chamber.

The motion was carried. The Chairman-Thank you gentlemen. That is all the business of the meeting, I am much obliged for your attendance,

LOCAL SPORT.

HONGKONG TENNIS LEAGUE FORMED.

A meeting of those interested in the promotion of a tennis league, called at the instance of Mr. A. O. Brawn, was held yesterday at the pavilion of the Hongkong Cricket Club. There were about ten clubs represented.

Mr. A. Brawn, who was called to the chair, stated that they would have to decide the form of competition—whether it bissingles or doubles, the method of counting, the fixtures, a trophy On Shanghai the T.T. rate closes at 743, and at (which he suggested should be a flag), the entrance fee, and so on.

Mr. BRETT (Civil Service) wished to know something regarding the cost. Who would provide the balls?

The CHAIRMAN said the home team would provide the balls. There would be no necessity I here would also be the to use new balls. entrance fee.

Mr. MEAD agreed that if new balls had to be provided it would cost too much.

On the motion of Mr. MEAD (Kowloon Cricket Club), seconded by Mr. BRETT, it was decided that the Hongkong Tennis League be formed, the motion being carried unanimously.

The CHAIRMAN mentioned that the Hongkong Cricket Club would not join the League as they wished to give their ground a rest.

Office bearers were then elected as follows:---President, Dr. Forsyth; vice-president, Mr. J R. Wood; secretary and treasurer Mr. A. O

The meeting agreed that the form of competition be by doubles, three pairs from each club, and that the best of eleven games bo played in each match, the victory to be decided

The clubs represented and likely to join were Craigengower, Taikoo, Y.M.C.A., Chinese Y.M C. .., Lusitano, Wigwam, Civil Service, Naval Yard and Kowloon Cricket Club.

The entrance fee was fixed at \$5, and it was agreed that each club play every other club once. It was also decided that the tennis lesgue season commence on May 1st and end July 31st.

LAWN TENNIS.

HONGKONG C. C. TOURNAMENT.

Yesterday afternoon there was a large attendance on the Cricket Ground to witness the final match in the singles handicap between C. A. Carr and Captain Brierley. The result was largely as expected, Carr winning every set. His opponent put up a good fight in the third set and drew level at four, each man winning the next game so that they stood five all. Carr however, secured the next two games and won comfortably. The figures were 6/4, 6/3 7/5. Carr's low drives were difficult to take, and Brierley was forced time and again to return high balls which allowed his opponent to smash

The professional pairs final was also decided vesterday, taptain Beasley and Lieut Bryne beating T. E. Pearce and P. H. Klimanek, 6/1,

The Y.M.C.A. tennis' club is promoting a tournament among its members. BATHING.

The Y.M.C.A. bathing party commences in May. During this month the party will go out Several changes have as you know taken twice weekly, and if numbers should warrant it



In our 32 page pamphlet wrapped about Cuticura Ointment is to be found most valuable suggestions for women, especially mothers, for the preservation and purification of the skin, scalp, hair and hands; for clearing the skin and scalp of torturing, disfiguring humours, rashes and inflammations; for sanative, antiseptic cleansing of ulcerated, inflamed mucous surfaces and destruction of microscopic life, and for bringing about, by suggestion and medication, a normal condition of health, strength and beauty.

Bold throughout the world. Depois: London, 27, Charterhouse Sq.; Paris, 5, Rue de la Paix; Australia, R. Towns & Co., Sydney; India, B. K. Paul, Calcutta; Japan, Maruya, Ltd., Tokio; So. Airica, Lennon, Ltd., Cape Town, etc.; U.S.A., Potter Drug & Chem. Corp., Sole Props., Boston, Eff Post Free, Pamphiet referred to above. 567 - 1-4

JOINT STOCK SHARES.

Messrs. Vernon and Smyth in their weekly share report, dated April 23rd, state: - A good general investment business has been transacted during the past week, and rates on the whole have been well maintained. In the North a further sensational advance in Langkat has been established; and rates for Indos have also advanced under buying orders for Northern account Sterling exchange has advanced during the interval to 1/91 T.T, with Bar silver at 23-13d. 75% for 3 d/s private bills.

BANKS.-Hongkong and Shanghais have further appreciated and sales at the close are reported at 8940 with probable buyers at the rate. London closes at the improved rate of £89. 10s. 0d. Nationals are without change at

MARINE INSURANCES.—Unions have ruled somewhat erratic during the interval, but at the close are steadier with sales and probable buyers. at \$825 cmm. dividend=8778 ex the dividend of 247 per share paid yesterday. Cantons have again been booked at \$1872; and more shares are procurable. There is no change or business to report in China Traders, North Chinas, or Yaugtszes which remain in request at quota-

FIRE INSURANCES.-Hongkongs have again advanced and sales at \$335 are reported at the close; at this rate however there are probable sellers. Chinas after sales at \$104 and \$1042 are now in request at \$105.

SHIPPING-Hongkong, Canton and Macaos have improved to \$302, and Indes to \$72 for the combined preparred and deferred after sales at \$67, 168, and \$70. China and Manilas have further advanced, and sales up to \$13 are reported, and at this rate there are sellers. Douglases have been booked at \$36 and more shares can be procured. There are buyers of Star Ferries at \$24 and \$15 for the old and new issues respectively, and of Shell Transports

REFINERIES-China Sugars have been neglected during the interval and close without special feature at \$1372. Luzons are procurable at the reduced rate of \$16.

MINING - Charbonnages have advanced to \$625 with buyers. Raubs remain steady at \$8, and Chinese Engineerings at Tls. 18, the latter closing with buyers.

DOCKS, WHARVES & GODOWNS, -Hongkong and Whampoa Docks are easier with sellers at \$79 after small sales at \$80. Kowloon Wharkes are wanted at \$52, and Shanghai and Hongkew Wharves at Tls. 166. Shanghai Docks are wanted at the reduced rate of Tis, 80, and New Amoy Docks at \$91.

LANDS, HOTELS AND BUILDINGS-Hongkong Lands have been done, and there are further buyers at 897. Kowloon Lands are quiet at \$30 and West Points at 844. but of the latter there are probable buyers. Hotels are enquired for at \$85, and Humphreys' Estates at \$83. Shanghai. Lands are steady at Tis. 117.

COTTON MILLS—Ewos are firmer with buyers at Tls. 122. Hongkongs are still obtainable at 19 but no business is reported.

MISCELLANEOUS-Bell's Asbestos have again been booked at \$10% and are wanted. There are buyers of Campbell Moores at the improved rate of \$12, and of Dairy Farms at \$16. China Borneos have been done at \$11.30 and are in further request. Cements have sold at \$8.90 closing with sellers. Ropes have been booked st \$24. China Providents at \$91, and Union Water Boats at \$10. There are sellers of Ices at the reduced rate of \$155. Langkats after advancing to Tls. 1,100 close with sellers in the North at Tis, 1,040.

MEMOS. - Company Meetings announced-Hongkong Electric Co. Ld., on the 24th

HOW TO BE BEAUTIFUL-Keep your complexion. Mrs. Ellen's Crême Charmante, Lait Charmant and Special Skin Tonic and Poudro Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of nublication. After that hour the supply is limited. Only supplied for Cash. Telegraphie Address: FRESS Codes: A.B.C.
5th Ed-Lieber's.

NEW ADVERTISEMENTS

P.O. Box, 33. Telephone No. 12.

### TUITION

ONE or TWO BRITISH BOYS Wanted about 9 years of age to join with Advertiser's son in classes three afternoons a week. Preparing for Public School. TUITION.

Care of "Daily Press" Office. Hongkong, 24th April, 1909.

### WANTED.

A MIDDLEHAGED MAN, brought up in Police Force, either locally or at home possessing good discharges and a Tectotaler, to organize and take charge of small body of private watchmen in Hongkong. Liberal terms will be given to suitable man. Comfortable married Quarters provided free, also free medical attendance. None but best charactered mon need apply.

Care of "Daily Press "Office. Hongkong, 24th April, 1909.

### BOARD AND RESIDENCE.

ANTED a Good Sized BED-SITTING ROOM (higher levels preferable). Board Optional, but verandah with view of harbour essential. Apply giving full particulars to---

Care of " Daily Press " Office. Hongkong, 24th April, 1909.

# TUESDAY

APRIL 27th,

AT 9.15 P.M.

# PHILHARMONIC CONCERT

IN THE

CITY HALL.

Hongkong, 24th April, 1909.

THEATRE ROYAL.

COMING!! COMING!

# $\mathbf{BANDMANN}$ DRAMATIC CO.

30 LONDON ARTISTS 30

OPENING NIGHT, FRIDAY, APRIL 30TH,

THE PRISONER OF ZENDA.

(Now being Performed at the Sr. JAMES' THEATRE, London).

SATURDAY, MAY 1st, TRILBY.

MONDAY, MAY 3RD,

THE BELLS.

TUESDAY MAY 4TH,

# THE WORST WOMAN IN LONDON.

Box Plan will be open on TUESDAY, 9 A.M., at S. MOUTRIE & Co. LD.

PRICES AS USUAL. Hongkong, 24th April, 1909.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND

SINGAPORE

# THE Company's Steamship

"HIRANO MARU." having arrived from the above Ports, Consigness of cargo are hereby informed that their determined by the amount of the subscriptions Goods, are being landed and placed at their risk | available for the purpose. in the Hongkong and Kowleen Wharf and When a sufficiently large sum of money has Godown Company's Godowns at Kowloon, where | been collected, a meeting of subscribers will be each consignment will be sorted out mark by held at a time and place to be fixed by notice, mark and delivery can be obtained as soon as for the purpose of discussing the subject and the Goods are landed.

Goods not cleared by the 28th inst., will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godowns for examination by the Consigned's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the

Godowns. NIPPON YUSEN KAISHA. Hongkong, 21st April, 1909.

# NEW ADVERTISEMENT

FOR SHANGHAI, YOKOHAMA, KOBE

AND MOJI.

THE Steamship

"GREGORY APCAR" Captain S. H. Belson, will be despatched for the above Ports on MONDAY, the 3rd May, at

This Steamer has superior accommodation for passengers, and is installed throughout with Electric Light, and carries a duly certified

Doctor. For Freight or Passage, apply to
DAVID SASSOON & Co., LTD.,

Hongkong, 24th April, 1909,

## INTIMATIONS

TO-NIGHT! TO-NIGHT!

HONGKONG CINEMATOGRAPH (Opposite the Central Market)

FOR TEN DAYS ONLY JAPANESE JUGGLER COMEDY CO.

On Tour to Europe Under the Direction of PROF. KIKUGORO JAPAN'S GREAT CONJUROR.

PROGRAMME: 1-Cinematograph show. 2-Mysterious appearance of Hen and gold

3—Transformation of Water into paper.
4—Burn a Bank note, and the same note

will re-appear. 5—Mysterious multiplication of 1 ball placed in a small empty box to about 100.

6-Mysterious disappearance of articles gathered from the audience. 7-Burning ashes changed into curios. 8-A string of several nations slags.

9-Three nations flags. 10—Boiling eggs changed into living birds
11—Marvellous transportation of gold fish.
12—Fishing a gold fish from a spectator's hat.
13—Mysterious hat tricks (handkerchief and

14-Mysterious card tricks.

15-Rope and handcuffs trick. 16—One dellar piece put in a hat will be changed into 50 pieces.

17—Japanese dance butterfly tricks.
18—Japanese dwarf dance. 19-From a flower pot containing water several Japanese lanterns, silk cloth.

etc., will appear. 20-Mysterious change of silk cloth into 40 Japanese paper umbrellas. 21—Mysterious change of handkerchiefs into

umbrella cover. 22-Prof. Kikugoro transforms his body several times. Several other New Magics will be added to this Pro-

gramme every night. 23—Cinematograph show. 24-Prof. Kikagoro's most interesting Water

CHANGE OF PROGRAMME EVERY NIGHT CINEMATOGRAPH PICTURES. First Class ... \$1.00

Doors Open at 8 P.M. Performance at 9 P.M.

Hongkong, 21st April, 1909. COMING!

COMING!!

# HIPPODROME CIRCUS

MENAGERIE

LOCATION:

CAUSEWAY BAY.

WEDNESDAY, APRIL 28TH.

Box Plan-

ROBINSON PIANO COMPANY.

A. JACKSON, Representative.

Hongkong, 21st April, 1909. HONGKONG GYMKHANA CLUB.

THE FIRST MEETING of the Season will be held at the HAPPY VALLEY, TO-DAY (SATURDAY), the 24th inst. commencing at 3 30 r.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongsong Jockey | 1909. CLUB or GYMKHANA CLUB. Soldiers and Sailors in uniform Half Price. The Committee invite the Ladies of Hongkong | Shelley Street.

to be present. C. GORDON MACKIE,

Hon. Secretary and Treasurer. Hongkong, 17th April, 1909.

A PROPOSED MEMORIAL TO Dr. G. H. BATESON WRIGHT, LATE HEADMASTER, QUEEN'S COLLEGE.

THE UNDERSIGNED INVITE SUB-SCRIPTIONS from past and present Pupils of CENTRAL SCHOOL and QUEEN'S COLLEGE towards a fund which, it is proposed, to raise to provide a Memorial for Dr. GEORGE H. BATESON WRIGHT, until recently HEAD-MASTER OF QUEEN'S COLLEGE

and now retired. The form the Memorial is to take will be

appointing a Committee. In the meantime subscriptions will be

LAU CHU PAK, HO KOM TONG. Hongkong, 23rd April, 1909.

received by the undersigned.

Particulars of Securities offered to

Care of "Daily Press" Office. Hongkong, 30th March, 1909.

# PUBLIC COMPANIES

THE HONGKONG ELECTRIC CO., LD.

NOTICE IS HEREBY GIVEN that the TWENTIETH ORDINARY GENERAL MEETING of the SHARE, HOLDERS will be held at the Company's Offices, St. George's Building, THIS DAY (SATURDAY), 24th April, 1909, at 12 o'clock Noov, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1909, and electing

Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th April, 1909, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & Co.,

Hongkong, 24th April, 1909. UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 7th May, 1909, at 12.30 P.M., for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Society held on the 21st April, 1909:—

"That the Memorandum and Articles of Association of the Society he respectively

Association of the Society be respectively extended, altered and amended so as to read as shewn in the printsigned for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society to the exclusion of those

heretofore prevailing." Prints of the proposed Memorandum and Articles of Association can be seen at the Society's Offices, or obtained on application

. C. MONTAGUE EDE, Secretary. Hongkong, 21st April, 1909. THE CHINA TRADERS' INSURANCE

By Order of the Board of Directors.

COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Head Office, No. 2. Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 7th May, 1909, at 12.45 p.m., for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Company held on the 21st April, 1909:—

"That the Memorandum and Articles of Association of the Company be respectively extended, altered and amended so as to read an elegan in the print signed for the purpose

as shewn in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Company to the exclusion of those heretofore prevailing."

By Order of the Board of Directors, C. MONTAGUE EDE, Secretary. Hongkong, 21st April, 1909.

SPECIAL NOTICE.

CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY.

THE French Steamship Company, CHARGEURS REUNIS, beg to inform the Public that their Steamers of the Round-the-World Line will henceforth suppress calling at Vancouver and Puget Sound Ports. They will proceed from Yokohama DIRECT TO SAN FRANCISCO without making any Port of

Shippers of Cargo to SAN FRANCISCO, MEXICO, and SOUTH AMERICA will no doubt appreciate this new facility afforded to them of a fast Cargo-Boat Service from China and Japan to above mentioned destinations.

For full information, apply to MESSAGERIES MARITIMES. Agents at Hongkong.

Hongkong, 17th April, 1909.

TO LET TO LET.

CHOP and DWELLING HOUSE, No. 78, Queen's Road, Central. Apply to-

S. J. DAVID & Co.,

Prince's Buildings. Hongkong, 25th March, 1909. TO LET.

NYOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground. No. 4, MOUNTAIN VIEW (PEAK), Furnished from 1st June to 30th September, No. 5, MOUNTAIN VIEW, Peak

NEW FIVE ROOMED HOUSES in The EYRIE, No. 13, Peak. Unfurnished from 1st June, 1909. FERNS/IDE No. 71, Peak Unfurnished from 1st May, 1909.

GLENSHIEL next to Plantation Road, Tram Station. Furnished 5 Rooms, for 6 Months or longer from 5th May, 1909. C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st April to end of

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms. DWELLING ROOMS and OFFICES in Queen's Road Central. GODOWNS in Duddell Street.

BELILIOS TERRACE HOUSES, ROBINSON ROAD. FOR SALE.—TOR CREST, at Peak, commanding a Magnificent View of the Harbour Nathan Road, Kowloon, Immediate Possession. next to the Hongkong Hotel. and Adjacent Islands.

Apply to-LINSTEAD & DAVIS. 3rd Floor, Alexandra Buildings. Hongkong, 22nd April, 1909.

STORAGE. FOR COAL, TIMBER, &c.

TTO BE LET, a Portion of MARINE LOT L No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply—GEO. FENWICK & Co., LTD.

Hongkong, 8th June, 1906.

ENTERTAINMENT

# EUGH J. WARD'S London Comedy Co.

INCLUDING MISS GRACE PALOTTA.

# ABSOLUTELY THE LAST TWO NIGHTS.

GREAT DRAMATIC FAREWELL.

DRAMA THAT IS REAL

DRAMA THAT IS HUMAN!

DRAMA THAT IS THE ESSENCE

OF INTENSITY AND THRILLING EFFECT!

### TO-NIGHT! TO-NIGHT!!-

## MAGNIFICENT DOUBLE BILL.

A RARE HISTRIONIC TREAT.

AT 9 P.M. SHARP.

Owing to the length of the programme the curtain will rise punctually at 9 when the audience are respectfully requested to be seated. THE SENSATIONAL ONE ACT PLAY,

# "THE TEST SUPREME."

"Dramatic in the highest sense of the word \* \* \* a one-act play of intense human interest \* \* \* gave Mr. Hugh Ward an opportunity of displaying his great artistic talents to the full."-STATESMAN.

INTENSELY EMOTIONAL AND BEAUTIFUL DOMESTIC DRAMA BY BRONSON HOWARD.

# "YOUNG MRS. WINTHROP."

"The best thing this talented Company has given us and those who miss it will miss a real histrionic treat."-Indian Daily News. "We recommend all our readers who appreciate a really good drama to see it."-THE ENGLISHMAN.

NB.—The intervals during the performance of "Young Mrs. Winthrop" will be curtailed to five minutes.

# MONDAY, APRIL 26TH, A MEMORABLE NIGHT.

GOOD-BYE TO THE GREATEST COMPANY THAT EVER VISITED THE EAST.

# GRAND PANTOMINE AND VAUDEVILLE ENTERTAINMENT.

A Glittering Bill of Novelties forming unquestionably the flaest Entertainment ever offered to the Hongkong Public. AMONG THE MANY ITEMS TO BE DULY ANNOUNCED WILL BE

## OH. LISTEN TO THE BAND.

AS SUNG ORIGINALLY BY MISS GRACE PALOTTA AT THE GAIETY THEATRE, LONDON, AND REPEATED BY HER OVER 4,000 TIMES IN ENGLAND, AMERICA, AUSTRALIA, INDIA AND THE EAST.

A SENSATIONAL NOVELTY FEATURE.

# CHATELET THEATRE, PARIS,

HUGH J, WARD in his famous fantastic creation as performed by him at DRURY LANE, London, and the

THE SCARECROW. Supported by Miss GRACE PALOTTA and the full strength of the Company. During the acting of the sketch Mr. Hugh J. Ward will do the celebrated "Ragman" Song and Dance; Miss Palotta and Mr. Ward will sing "The Yama Yama Man" with local allusions: Miss Palotta and Company will sing "Don't Go, Mary," and several choruses and quarters will be introduced.

BOX PLANS AT MOUTRIE'S, THIS MORNING.

PRICES AS USUAL.

SECURE YOUR SEATS EARLY.

Road, Kowloon.

TO LET

TO LET.

Hongkong, 24th April, 1909.

A T the PEAR, HOUSE in STEWART TERRACE, Furnished or Unfurnished Apply—

H. E. POLLOCK, 18, Bank Building. Hongkong, 20th March, 1969.

TO LET. ROOMS suitable for Offices in No. 10, Ice House Street, in rear of David Sassoon & Co.'s premises, Chambers with Bathroom and use of Kitchen

Chambers." Apply to-DAVID SASSOON & Co. LTD. Hongkong, 1st April, 1909. TO LET.

ONE OFFICE ROOM on 2nd Floor Prince's Building. ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to-REUTER, BROCKELMANN & Co. Hongkong, 15th March, 1909.

TO LET.

FOUR and FIVE ROOMED HOUSES at Kowloon. at Kowloon. NEW and COMMODIOUS SHOPS, Burndings and No. 158., Des Vœur Road

Chesp Rentals.

lately occupied by the Hongkong, Canton and Macso Steamboat Co., Ltd. Apply to-HUMPHREYS ESTATE & FINANCE

OFFICES on the 1st Floor Hotel Mansions

TO LET. ALBANY ROAD, HONGKONG. (facing Public Gardens)

FROM 1ST MAY, 1909.

COMPANY, LIMITED.

Hougkong, 24th March, 1909.

at present occupied by Madame Marty. Apply- M. STEPHENS. Solicitor, 18, Bank Buildings.

# TO LET

TO LET. WITH IMMEDIATE POSSESSION. OWLOON MARINE LOT 48, Yaumati,

feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to-HUMPHREYS ESTATE AND FINANCE CO., LTD--Hongkong, 18th January, 1908. [103

in No. 31, Wyndham Street known as "College | 66 TAUNG-SHUI," THE PEAK. To be Let Furnished for 8 months or longer. JOHNSON, STOKES & MASTER, Solicitors,

8, Des Voeux Road Central.

TO LET-FURNISHED.

TO LET. HOUSE in Wong Nei Chong Road. A HOUSE in RIPON TERRACE. OFFICES To LET, No. 2, Connaught Road,

Hongkong, 2nd March, 1909.

No. 3, CLIFTON GARDENS, Conduit No. 10, DES VŒUX ROAD CENTRAL, OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE

FLATS in MORETON TERRACE. Apply to— THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 20th April, 1909.

TO LET.

NO 34, QUEEN'S ROAD CENTRAL (Shon). Opposite the Post Office. No. 1A, WYNDHAM STREET (suitable for Office and Godown). No. 2A, D'AGUILAR STREET (suitable for Office and Godown). All of which are at present occupied by Weismann Ltd. For Particulars, etc. Apply to YEE SANG FAT & Co.,

Hongkong, 19th March, 1909.

34. Queen's Road Central.

TO LET. NO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court. "ERANEE BUNGALOW," Kowloon. A

Apply to - ARBATOON V. APCAR & Co.,

Hongkong, 3rd March, 1909. TO LET.

Small Garden attached. Moderate Rental.

GODOWN, No.5A, DUDDELL STREET. Apply to-THE HONGKONG LAND INVEST-

TO LET. URNISHED or Unfurnished, or For Sale, DETACHED HOUSE with Tennis Court known as "ROCKVALE," Kimberley

54. Queen's Road. Hongkong, 19th April, 1909. TO LET.

H. K. HOLMES,

and Servants' Room. Separate entrance. Care of "Daily Press" Office. Hongkong, 22nd April, 1909.

TO LET. TINFURNISHED - Nos. 8 WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately.

Apply to-Messrs, PERCY SMITH & SETH, No. 5, Queen's Road Central. Hongkong, 23rd February, 1909.

TO LET. ODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply-CHATER & MODY; Victoria Buildings. Hongkong, 1st February, 1909.

14, Des Voeux Road.

MENT & AGENCY CO., LD. Hongkong, 1st April, 1909.

TURNISHED at the Peak, from 1st May.
TWO ROOMS with Bath Room, Pantry

# MERRYWEATHERS'

"Dub Sub" (double substance) Brand and-woven Canvas, Oak Bark Taked to prevent rot, Specially suitable for Climate of China. Maile at Greenwich Works.

The Best Hose is the Cheapest.

MERRYWEATHERS caddion all Buyers against imitations. See that the name as well as the brand is on every length.

Write for "Hints on Hose," No. 2841.

# MERRYWEATHER & SONS.

63, Long Acre, W.C., London. Works :- CREENWICH, S.E., LONDON.

As Supplied to the House of LORDS, AND HOUSE OF COMMONS.

# 



THE VAT WAS STARTED BY THE LATE ROBERT TWORKS OF GREENOCK AND HAS SEEN BOLD AS NOS SINCE ISS

# SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA A.S. WATSON & CO, LTD.

A SAFE RENEDY SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure state of the Blood, FROM WHATEVER CAUSE ARRIVED. you should test the value of Clarke's Blood Mixture, the world-famud Blood Purifier and Restorer. This medicine has 40 years' reputation, and is to-day more popular than ever, the reason of this being undoubted-ly because this wonderful remedy does what it Professes to do—ITCURES SKINAND BLOOD DISTAGES

# Clarke's Blood

IS THE FINEST BLOOD PURIFIER EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, - from whatever cause arising. For BAD LEGS. SOROFULA, -BLOTCHES. SOURVY, ECZEMA, BLOOD POISON, BLACKHEADS. PIMPLES. uicers.

It is a safe and Permanent Remedy. It is the only real specific for Gont and Rheumatic Pains, for it removes the cause from the Blood and

SKIN AND BLOOD

NOTE. This mixture is pleasant to the taste and warranted free from anything injurious to the most delicate constitution of either sox, from infancy to old age, and the Proprietors solicit sufferers to give it a trial to test its value. Thousands of wonderful ourse have been effectet

TRIED MANY THINGS WITHOUT BENEFIT UNTIL I TOOK CLARKE'S BLOOD MIXTURE. . Mr. F. E. Lewis, 48 Bridge Street Row, Chester writes:—"Just a line in favour of 'Clarke's Blood Mixture.' I had eczema for seven months, and tried many things without benefit until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as a token of gratitude to your wonderful 'Clarke's Blood Mixture.' June

Sold by all Chemists and Patent Medicine Vendors throughout the World

ASE FOR . . CLARKE'S BLOOD MIXTURE nd beware of worthless imitations and substitutes

MARTIN'S APIOL STEEL for Ladies. & French Remedy for all Irregularities. Thomasts of

indies keep a box of fartin's Pills in the house, so that on the first sign of any Irregularity of the System a timely does may be administered. There who use them recommend them, hence their mous sale. At all Cherolete and Stores, or post free MaRTIN, Chemist, ROUTHAMPTON, ENGLISH.

"THE QUEEN OF TABLE WATERS."

48 Quarts ...... \$14.00 24 Quarts ..... 7.00 48 Pints ..... 11.50 100 Splits...... 15.50

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Sole Agents,

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FED ON PATENT FOODS AND MILK AS HELPLESS AS AN INFANT. HOW A STRONG-MAN'S HEALTH WAS WEECKED BY SCIATICA.

WELL AND HEARTY AGAIN NOW, CURED BY DR. WILLIAMS' PINK PILLS.

The description of his sufferings given by Mr. G. A. D'Agular, of Manee, Trombay, nr. Bombay, who underwent four most painful operations, reveals an astonishing degree of fortifude. With his health wrecked and reduced to a mero skeleton he remained an unhappy hopeless man until Dr. Williams' Pink Pills gave him New and Rich Blood and strengthened his whole system.

Mr. D'Agular said to a reporter recently,

Mr. D'Agular said to a reporter recently,

Became contracted; my knees used to give way
and my neck and limbs became so stiff that I

Chartered Bank of India, Australia, and China,

Before long I found my sufferings arose from

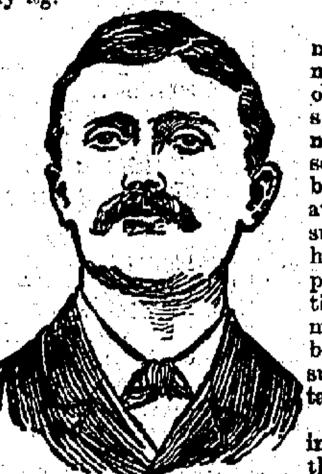
Cointies and Mr. Tyrrell I. Paine were
counsel for the appellants; Mr. Scrutton, K.C.,

and Mr. Maurice Hill for the respondents.

Lord Macnaghten, in now delivering their

Chartered Bank of India, Australia, and China,

were holders for value of bills of exchange



sented to this. but the oper-

imagine that by Mr. G. A. D'Agular of Bombay, in a very bad Restored to Complete Health by state of health Dr. Williams' Pink Pills. I was a mer skeleton having lost 5 stone in weight, and seemed to have no blood whatever in me. I was fed on patent foods and milk, but nothing seemed to do me the least good. The bones protraded from my flesh and I was afterwards told that

Hooked like a bag of bones. "I was as helpless as a new born babe, and had to be lifted from one side of the bed to the other in fact, life was an absolute misery. Nothing seemed able to help me and the doctors said mine was a most unusual case; they appeared to give up all kope of my recovery.

"It was at this time that a friend of mine recommended me to try Dr. Williams' Pink Pills for Pale People, in which he was a firm believer. I bought one bottle of the pills, though with very little hope of being better but after taking them regularly for a time felt somewhat better and was encouraged to keep on with Dr. Williams' Pink Pills. I gradually regained strength and before long could get out of bed and more about without help and free from the awful pains of Sciatica. I began to put on flesh and in a few months reached my normal weight of 13 stone. I am now well an hearty and can honestly say I never felt better

"You will understand therefore why I have such faith in Dr. Williams' Pink Pills as blood tonic, and always recommend them

Dr. Williams' Pink Pills for Pale People their unique power of making Rich, Red Blood have cured innumerable cases of Ansemia and Bloodlessness, Indigestion, Malaria, Beri-Beri, Eczema, Nervous Disorders, St. Vitus Dance, Rhoumatism, Sciatica, Paralysis, and Women's Aches and Ills. But only the genuine pills cure; see that the full name is on every package. Obtainable at most shops where medicines are sold, also direct from the Dr. Williams' Medicine Co., 8n, Kinking Road, Shanghai, at \$1.50 Mex. per bottle or 6 bottles for \$8/-Mex, post free.

# CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, Hongkong, 25th April; 2nd Sunday after Easter. Holy Communion (7.80 a.m.) Matins (11 am) Responses, Ferial; Venite, Ouseley; Psalms, of the 25th morning; Te Deum, Woodward, Smart and Turle; Bene lictus, Lang. don; Hymns, 125, 180 and 259. Evensong. (5.45 SORES OF ALL KINDS | p.m.) (Full Choir), Response, Ferial; Paalme. of the 25th morning; Magnificat and Nune Dimit-tis, Barnby in E; Anthem, "Why seek ye" Hopkins, Hymns, 438 and 136; Sevenfold Amen.

190, 158, 274 and 254; Kyrie. Evening Prayer only conditions material in the present case

the services between 9.15 and 10.30 a.m. and be-10.30 and 6), returning afterwards. All the sittings are free and unappropriated, Visitors welcome. - Books, &c., provided. Sunday School 10-10.45 a.m.

Union Churce, Kennedy Road. Minister:-311 and 339, Pealm 23, Anthem" What are there?" (Stainer.) 12 noon. Comerunion Hymn 410. 4 236, 70 and 365, Psalm 53 (St. Flavian.) Friday 8 pm. Christian Endeavour Society. Subjects-

Chaplain's Bible Class. Sailors' and Soldiers' Home, Arsenal Street. Sunday 3.0 p.m. P. S. A. 8.0 p.m. Gospel Meeting conducted by Mr. Burnett. Mon ay 8.0 p.m. Fellowship Meeting. Wednesday 8.0 pm. Temperance Meeting. Satur-

day 8.0 p.m. Prayer Meeting. St. Anderw's Church, Kowloon-2nd Sunday after Easter, 20th April 1909. Holy Communion at 8 a.m. and Morning Service at 11 a.m. by the Rev. C. E. Thompson. Evening Service at 6 p.m. by the Rev. G. A. Buntury. Services on Sundays | cisions of the House of Lords-"Elderslie Steamere:-Holy Communion on 1st, 3rd and 5th Sun- ship Company (Limited) v. Borthwick" (1905, days of the month at noon. Holy Communion A. C., 93); "Nelson Line (Liverpool, Limited) on 2nd and 4th Sundays at 8 a.m. Morning Prayer v. James Nelson and Sons (Limited)" (1908, at 11 a.m. Evening Prayer at 6 p.m. Children's A.C., 16)—in which the House had occasion to Service at 8 p.m. on 3rd Sundays of the month. reaffirm and apply the wholesome rule that, Sunday School at 3 p.m. on other Sundays of the if a shipowner wished to relieve himself from

Br. Joseph's Church, Garden Road (Roman | be found to have been unseaworthy, he must Catholic), Mass, Benediction and Sermon in say so plainly. That was an old rule. It had

LIABILITY ON BILLS OF LADING.

A PRIVY COUNCIL JUDGMENT

On the 31st nit. judgment was delivered by the Judicial Committee of the Privy Council in an appeal from a judgment of the Supreme Court of the Straits Settlements of September 24, 1907, affirming a decision of Mr. Justice

The arguments were heard early in February before a Board composed of Lord Masnaghten, Lord Atkinson, Lord Collins, and Sir Arthur Wilson, when judgment was reserved.

Mr. J. A. Hamilton, K.C. (now Mr. Justice Hamilton), and Mr. Tyrrell T. Paine were

Before long I found my sufferings arose from Sciatica, and eventually the pains in my thigh and down the legs became so had that I could not walk and had to take to my bed, where I lay for four months in frightful agony. The agony was terrible whenever I moved, just like red hot needles being thrust into the muscles of my leg.

"A medical man said I were holders for value of bills of exchange drawn against bills of lading under which goods were to becarried to Penang and delivered there to order or assigns. The carrying vessel was the s.s. Teesta, one of a line of steamers belonging to the respondent company (the British India Steam Navigation Co). The bills of exchange, which were drawn upon S. Fareeth and Co, of Penang, had been discounted by the bank, and the bills of lading endorsed in blank were held by the bank as security for their advance. The Teesta arrived at Penang on August 10, 1905. On her arrival the cargo intended for Penang was delivered overside into lighters and taken to the wharf.

LOCAL CUSTOM AT PENANG.

It was the practice for the owners of steamers calling at Penang to appoint landing agents at that port. The business of the landing agents was to send lighters to meet an incoming vessel belonging to their employers on being furnished with a copy of the ship's manifest. The goods were discharged from the ship's tackle into the lighters. The landing agents gave the master a clean receipt, if they were received in good order. The goods were then carried to jetty sheds, held under lease from Government, landed there, and assorted by the landing agents ready for delivery to the consignees on production of the bill of lading endorsed by the ship's agents with a delivery order. If the consignees applied for their goods within 96 hours they got analogy between a case where it was sought to them free of store rent; if not, the goods get rid of a legal obligation which was presumed were either kept in the jetty sheds or removed to godowns. The landing agents made out their account of the landing charges and storage rent, if any, according to a scale of charges exhibited in the offices of the ship's or any original underlying obligation. agents. They received payment direct from the consignees. The endorsement of the bill of lading by the ship's agents was required as a ments the learned counsel for the appellants release of the ship's lien for freight and expenses examined the bills of lading and the conditions incurred on the shipment. Without such attached to them, casting about everywhere for endorsement the landing agents were not at some contradictions or some ambiguity. They liberty to deliver goods to consignees. That put case suggested as occurring at other stages practice which was obviously for the conveni- of the voyage in which the clause providing for ence of all parties concerned, appeared to be at casser of liability could not apply. They found present the subject of much contriversy in fault with the position of the provision in the Penang. The shipowners contended that the particular clause where it occurred. They even landing agents were the agents of the merch- took exception to its language. Liability was ants. The merchants insisted that they were to cease when a certain thing was done; it was not their agents, but the agents of the ship- to cease "therenpon"; the word, they said, ownere. Neither view perhaps was quite would have been "thereafter," not "thereaccurate. These landing agents rather seemed apon," if the immunity stipulated for had to be in the position of intermediaries owing been meant to be lasting. So minute and duties to both parties-agents for the ship- searching was the criticism. Now it might owners as long as the contract of affreight- be conceded that the goods in question ment remained unexhausted, agents for were not delivered according to the exigency of the consignees as soon as the bill of lading the bills of lading by being placed in the hands was produced with delivery order endorsed. The of the landing agents, and it might be admitted point however was not material for the determination that hills of lading could not be said to be spent tion of the question now at issue, and their or exhausted until the goods covered by them Lordships therefore did not propose to discuss were placed under the absolute dominion and it further or to define the exact position of land- control of the consignees. But their Lordships ing agents at the different stages of their could not think that there was any ambiguity in employment. The bills of exchange in the hands | the clause providing for cesser of liability. It of the bank were duly accepted by S. Fareeth seemed to be perfectly clear. There was no and Co. on the arrival of the Tecsta. On pre- reason why it should not be held operative and sentation for payment they were dishonoured. effectual in the present case. They agreed with Application was then made to P. Bob and Co., the learned Chief Justice that it afforded comthe landing agents of the respondent company. | plete protection to the respondent company. The appellants produced the bills of lading with Their Lordships therefore would humbly advise delivery order endorsed and claimed the goods. his Majesty that the appeal should be dismissed. The goods were not forthcoming. They had been taken away without the production of a bill of lading or a delivery order by the representative of S. Fareeth and Co., acting in collusion with the representative of P. Bob and Co., and

they had been already disposed of, in fraud

THE PRESENT SUIT.

of the persons entitled.

Having thus lost both their money and the goods which had been pledged to them as security, the bank preferred their claim against the respondents. The claim resulted in the present action. The appeal had been brought from the order of the Supreme Court affirming the judgment of the Court of first instance, which dismissed the action with costs. Both here and N.B.-P.alm 119, Verses 75, 80, 81, 86, 89, 94 and in the Courts below the respondent company 103 in unison.

St. Peter's Church, Queen's Road, West:—
Second Sunday after Easter. Morning Prayer 11

Dressed to be issued. They were printed at the am. Venite, Ouseley; Psalms, Jones, etc.; Te foot of the bill of lading and attention was Deum, Russell; Benedictus, Garrett; Hymns, called to them in the body of the bill. The 6.80. Gloria; Nunc Dimittis, Savage; Hymns, were those intended to be applicable on the 192, 170, 278 and 223; Kyrie. Holy Communion arrival of the carrying vessel at the port of destination, They were contained in the The Church launch Dayspring, will call on ships following clause:—"The company is to have carrying white crows to bring friends ashore to the option of delivering those goods or any part thereof into receiving ship or landing tween 5.15 and 6 p.m. (Kowloon Police Pier them at the risk and expense of the shipper or consignee as per scale of charges to be seen at the agent's office, and is also to be at liberty until delivery to store the goods or any part thereof in receiving ship, godown, or upon any wharf, the unsual charges therefor being payable Rev. C. H. Hickling. 11 a.m. Memorial Service by the shipper or consignee. The company For the late Mr. G. Murray Bain. Hymns 307, shall have a lien on all or any part on the goods against expenses incurred on the whole or any part of the shipment. In all cases and under p.m. Special closing Service (for the Session) of all circumstances the liability of the company Sunday Schools, in Union Church, conducted by shall absolutely cease when the goods are free all circumstances the liability of the company the Pastor. Parents and Friends invited. Prizes of the ship's tackle, and thereupon the goods will be distributed. 6 p.m. Worship. Hymns 361, shall be at the risk for all purposes and in every respect of the shipper or consignee." On behalf of the respondents the contention was that the obligations they undertoook WESLEYAN METHODIST CHURCH, Wanchai .- | were fulfilled by delivering the goods to the Sunday Services, 10.15 a.m. and 6.0 p.m. Prescher: landing agents, and that at any rate their -Rev. J. A. A. Baker. Subject for Morning— liability ceased when the goods were once "free "The Soul's ascent in prayer." Subject for Even- of the ship's tackle." On the other hand, it was ing "Other Worldliness." Tuesday 8.0 p.m. said on behalf of the bank that the landing Wesley Guild Meeting. Thursday 7.80 p.m. agents were neither the assigns nor the agents of the shippers or consignees, and that the goods had never been delivered in accordance with the bills of lading. As regarded the provision for cesser of liability, the suggestion was that 't applied only to the interval between the removal of the goods from the ship and their being landed on the quay. In addition to the arguments relied on in the Courts below, the learned counsel on behalf of the bank prayed in aid two recent de-

liability to the shipper in case his ressel should

never been questioned or doubted. But their

ARE YOU ON THE LOOKOUT

Something New and Good?

# AUTOGRAPH CIGARITIS

IN PATENT TINS

MILD AND FULL STRENGTHS.

or 50's.

CORK TIPPED,

MADE WELL TO SMOKE WELL

ASK YOUR TOBACCONIST FOR THEM.

314]

Lordships did not recognize any very close to be the basis of every contract of carriage by sea and a case like this where the parties were perfectly free to make any stipulation they pleased unembarrassed by any implied condition.

In order to lay a foundation for their argu-The appellants would pay the costs of the appeal.

> As your teeth are wanted to last -for years to comebegin now to use

However perfect your teeth may naturally be, they still require, and will well repay. the slight trouble and the short time you should daily give to their care. The regular use of Calvert's

Carbolic Tooth Powder enures a complete antiseptic cleaning, helps the toolbrush to do its work easily, pleasantly, and thoroughly, and thus assists. your own efforts towards keeping the teeth in the best possible condition.

Sold by local Chemists and Stores. F. C. Calvert & Co., Manchester, Eng.

REDNESS, HEAT, IRRITATION, TAN, and KEEPS THE SKIN SOFT, SMOOTH, and WHITE ALL TRIYEAR ROUND. Delightfully COOLING & REFRESHING
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1/, 1/9, mil 2/6 and 1. M.BECTRAM & SON, Cheltenham.



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The quality of this fine Whisky is maintained ABSOLUTELY UNIFORM AT ALL TIMES.

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GERMICIDE.

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MOST EFFECTIVE IN PREVENTING PLAGUE, CHOLERA, MALARIA, ETC. BY DESTROYING FLEAS. MOSQUITOS AND ALL NOXIOUS INSECTS AND VERMIN AND ALL DISEASE GERMS.

AS SUPPLIED TO AND RECOMMENDED BY THE SANITARY DEPARTMENT, HONGKONG, AND USED BY THE GOVERNMENT OF INDIA.

CONVENIENT. HARMLESS. CHEAP. EFFECTIVE.

DIRECTIONS:-A tescupful (quarter pint) to be added to a pailful (three gallons) of water. To be used for washing floors, clothes, utensils, etc., etc.

LIMITED. HONGKONG, CHINA AND MANILA.

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DEALERS IN LADIES' & GENTS' BOOTS & SHOES, UMBRELLAS, &c., &c. Camerae fitted with

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Hongkong, 24th April, 1909.

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FURNITURE AND PHOTO GOODS

STORE. Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907.

HAIMUN, British str., 636, J. W. Evans, 23rd April—Swatow 22nd April, General— Douglas, Lapraik & Co. INDIAN MONARCH, British str., 2,818, Darkers, 23rd April-Newcastle 1st April, General -Shewail, Tomes & Co.

PALMA, Brush str., 4,093, G. W. Cockman, 11.N.R., 23rd April—Shanghai 20th April, General-P. & O. S. N. Co. PHEUMPENH, British str., 1,056, Jas. H. Scott, A 22nd April-Saigon 18th April, Rice and General-Wo Fat Sing. SIMONGAN, Dutch str., 1,202, H. Voss, 23rd

April-Singapore 15th April, Sugar-Yuen Fat Hong. TAMING, British str., 1,350, A. Sommerville, 23rd April - Manila 20th April, General-Butterfield & Swire.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 23rd April C. Diederichsen, Ger. str., for Holhow. Chihli, British str., for Shanghai. Hougmon, British str., for Amoy. Kotohira Maru, Jap. str. for Moji. Kwangtah, Chinese str., for Shanghai. Nippon Maru, Jap. str., for Shanghai. Rajuburi, German str., for Swatow. Zafiro, British str., for Manila.

DEPARTURES. 23rd April, AMBRIA, German str., for Singapore. BENDOBAN, British str., for Bangkok. HAITAN, British str., for Swatow. HANOI, French atr., for K. C. Wan. Hyson, British str., for Singapore. KASHING, British str., for Chinkiang. MICHAEL JEBSEN, German str., for Tsingtau. NANCHANG, British str., for Chefoo, PALMA, British str., for Singapore. PONOTONG, German str., for Bangkok. Samsen, German str., for Bungkok. YUENSANG, British str., for Manila.

SHIPPING REPORTS. The British str. Pheumpenh reports: Fine

weather up the Coast. The British str. Haimun reports: Fresh N.E. breeze, overcast and misty: The Dutch str. Simongan reports: Fine

weather, S.E. and variable wind. The British str. Palma reports: Fresh to strong monsoon and thick rainy weather the

The British str. Aymeric reports: Light N.E. wind and fine to 100 miles from Waglan, thence to port strong S.W. W. & N. winds and heavy

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FOR MARSEILLES, LONDON AND ANTWERP.

Taking cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

THE Steamship

"GLAMORGANSHIRE." will be despatched as above on or about the

For Freight, or Passage, apply to— JARDINE, MATHESON & Co., LD, Hongkong, 3rd April, 1909.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN. SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZILS to PEERIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADBIATIO

PORTS). THE Company's Steamship

" AUSTRIA," Captain Cobol, will be despatched as above on TUESDAY, the 27th April. This Steamer has splendid accommodation for passengers, electric light and carries a doctor

and stewardess. For information as to Passage and Freight, SANDER, WIELER & Co.,

Princes Buildings. Hongkong, 29th March, 1909.

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN, and QUEENS: LAND PORTS, and taking through Cargo to Adelaide, New Zealand, TABMANIA, &c.)

**FIGHE** Steamship

Captain McArthur, will be despatched as above on WEDNESDAY, 28th inst, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout, with the Electric Light.

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A Stewardess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of | K passengers the Steamers of the Company have

electric fans fitted in statercoms. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Hongkong, 2nd April, 1909. SERVICE STEAMSHIP REGULAR (WITH LIBERTY TO CALL AT MALABAR

COAST). PROPOSED SAILINGS FROM HONGEONG.

FOR NEW YORK.

S.S. "SATSUMA" ... About 20th May. For Freight and further information, apply to DODWELL & Co., LTD., Agents.

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To accordain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Howloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kewloon "m," and those yessels berthed at the Kowloom Wharf "k,w." together with the number denoting she section.

SECTIONS. 1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Slake Pier. 8 From Blake Pier to Naval Yard.

			CLA THURSA THE	JOB PRHIGHT APPLY TO	TO HE DESPATCHED	A
	VERBEL'S NAMES	MAG & RIG REETH	<b>QAPTAIR</b>	AND ADDRESS TALLET TO	70 72 720	, I <b>1</b>
DESTINATION		4				
						(
			Owen Jones, R.N.E.	P. & O. B. N. Od	On let May, at Noon.	( ' \
LONDON &C., VIA USUAL PORTS OF CALL "" ""	ASSAYE	Brit. str	F. J. Fox	P. & O. S. W. Co	About 5th may:	. 1
PARTICIE LA MINUM VILLE WILL CHIMIACULEM CONTINUES	NUBIA	Gor. str k. w.	The seal	HAMBURG-AMERICA LINES (6)	About Middle of May.	
XTOUGHTODD & WANKIIKIA VIA MIRINGAAN WA	BELGRAVIA	Ger, str. k.w.	Hildebrandt	LAMBURG-AMBUKA LINIA m ]	About Beg. of June. On 8th May.	.ap
A MANUSCRIPTION OF A CONTROL OF THE	Monmouthshire	Brit. etr.	CI SI Warnet B.N.B.	L JAIDINE MATRISON & CO., DI	On 28th inst.	<u> </u>
SOUTHAMPTON, LONDON & ANTWERP ROTTERDAM & HAMBURG, VIA BTRAIT 3, &c.	NICOMEDIA	Ger. et R. W.	Müller	HAMBURG-AMERIKA LINIE	On 19th May.	1
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WARRILLES, LONDON & ARTHURS	GLAMORGANO BER	Brit. str	Girard	MESSAGERIES MARITIMES	On 27th inst., at 1 P.M. On 28th inst., at D'light	i
		Fr. str	J. Nagao	NIPPON XUBEN LAISHA	On 3rd May.	l <sub>g'</sub>
	AANAGAWA MABU	Jap. str k. w.	Schwinghammer	" HIMBURG-AMERIKA LILDAD ".	On 12th May, at D'light	~
THE A WINTERS IN A 1987 BUILDING BUILDING AV. IN 18 18 AND		Jap. str.	T. Murai	NIPPON YUBEN KAISHA	About 5th May.	1 *
MARSEILLES, LONDON & ANTWERP VIA SINGAPORP, &C. GENOA, MARSEILLES, LONDON, & ANTWERP, &C.	I FIARKIA DIGGOTISTO	Jap. str	W. Bainbridge	The second secon	On let June.	Įρ
CALLAO, IQUIQUE, &c., VIA JAPAN PORTS, &c	Hongkond Maru	Jap. str	Cobol	1 TR R (10	On 27th inst.	1
TODIESTE AC VIA SINGALUME, W	AUSTRIA	Aus. str	H. Formes	MELCHERS & Co	On 5th May, at Noon.	T
NAPLES, GENOA, ALGIERS, GRALTAR, &C	Buelow	Ger. str	. 1	If 1015 W Billie (82 Lillia Address 1919) 197	About 20th May. On 80th inst.	B
INCW YORK	DATAUMA	Brit. str		SHEWAN, TOMBS & CO.	On lat May, at 6 P.M.	- <b> </b>
ROSTON & NEW TORK VIA PORIS & SUEZ CANAL	INDRAMATO			CANADIAN PAGIFIC R. Co CANADIAN PAGIFIC R. CO	On 11th May, at Noon,	1
TANCOUVER TO SHANGHAI JAPAN. 80	E-WLKESS OF CHIME	Brit. str 1 m.	114 11 111 111 11 11 11 11 11 11 11 11 1	Dodwall & Co. LTD.	About 24th inst.	
VANCOUVER VIA SHANGHAI J. PAN. do		Brit, str	T, Shotton	NIPPON YUSHN KAISHA	On 27th inst., at Noon.	
VICTORIA, B.C., & TACOMA VIA JAPAN VICTORIA, B.C., & SEATILE VIA SHANGHAL, &C.	. AKI MABU	Jap. str	End Pris.	NIPPON YUSEN KAISHA	On 11th May, at hoon.	12
I STRATIONAL UTT IN SMALLING YILDBARDARY TO		Jap. str.	McArthur	GIBB, LIVINGSTON & CO	On 28th inst., at Noon.	1
I A TOOMTO A T T A TO LIFE BRIDGE WITH POINT BURGETS IN MONTH IN	- [	Brit. etr Jap. str	T. Sekine	NIPPON XUSHN KAISHA		1
I A PERMIT A TITLE TO DELISELLE A VIA SI A DILLER COLLECTION OF	,	Brit. str 1 m.	L. Dawson	BUTTERFIELD & SWIRE		1
I A TROUBLE TAN DINKIN VIA WANIDE IN """ ''		Ger. str	E. Gathemann	MELCHERS & CO		\
I ATTOMORYTAN PERKINS VIA BLANIDAS \ '''		Jap. str	M. Yagi Geo. Anderson		Till	
AUSTRALIAN PORTS VIA MANILA KOBE & YOKOHAMA	. SADO MARU		M. Yagi		On 12th May, at NCOR.	. [ ]
NAGASAKI, KOBE & YOKOHAMA	"   Titute trume in		Zwart	JAVA-CHINA-JAPAN LIJN	Quick despaton.	1
		1 - 4 1	LI Mooney	JARDINE, MATHEBON & Co.,LD.	To-day, at Noon.	- }
LEDERMOOTH WAS TRIVITAL	of Christmanna and the			MELCHERS & CO	Quick despatch. About 25th inst.	
- Lagrantailli Vakamama & Kude	11 0 11 1 11 11 11	السفيدة وحا	R. A. Peters	P. & O. S. N. Co.		
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHENAN	1	a To Combanh	JARDINE, MATHESON& Co., LD.	To-morrow, at Dayligh	t
SHANGHAI	** TTTTIGGGGGG *** SALES		Bellier	MESSAGRRIES MARITIMES	About 26th inst.	
TO BE MOTERY WORK & YOKOHAMA IN 1911	4 ·		The Research	HAMBURG-AMERIKA LINIS	On 27th inst.	, . ].
I were stricted to the control of th	104 Managed to man 111 to 2		V Francisco	OBAKA DECSEN KAISHA	On 27th inst, at 10 A.M. On 29th inst, at 4 P.M.	<u> </u>
I OMANGHAI VIA SWATOW. AMUL & FOULD	7	مسلكا لسيد ونصا	Frazier	BUTTERFIELD & SWIBE		- 1
SHANGHAL	Darma		B, W. H. Snow	P. & O. S. N. Co. Nippon Yusun Kaispa	On 27th inst., P.M.	
SHANGHAI MOJI & KOBE	MOYORI MARU	Jap. str	F. Wheeler	JARDINE, MATHRSON & CO., LD	On 30th inst., at Noon.	<u>.</u>
SHANGHAI VIA NINGPO	KWONGSANG			RUTTER FIRED & BWIRE	. On my way, at hinkur	٠ . ا
	14. 1 £3 £1 £2 ₩	Brit. str.	C T Relent	DAVID SASSOON & CO., LAD	On old mrs2, streep.	
Y GHANGHAT YOKOHAMA, KUDD & MUUL	GREGORY APCAR CHINHUA	سيد الأستان المتعارف الأستان المتعارف الأستان الأستان الأستان الأستان الأستان الأستان الأستان الأستان الأستان	se- 414 +48 4.00	BUTTERPIELD & SWIBE	OH WILL BELLEY, BUY THE	. 1
			E. Malchow	MELCHERS & Co	On 10th May.	
SHANGHAI, NAGAGAKI, KOBE & YOKOHAM SHANGHAI, YOKOHAMA & KOBE		Ger. str K. W	Eckhorn	JARDINE, MATHEBON & Co., LD		,
SHANGHAI, YOKOHAMA, KOBE & MOJI	All 4 See a conserve and a server a server and a server and a server and a server and a server a	1 374 - 1	A Description	JAVA-CHINAJAPAN LIJI	THINK GOS POLLOW	'
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I A MIDING WAL SWAPOW & A MUX		. Jap. atr	H, Murayana	OSAKA SHOSEN KAISHA		
TAMBUI VIA SWATOW & AMOY AMOY, MANILA CEBU & ILOILO	SUNGKIANG	., Brit. etr Lu	I <u> </u>	DOUGLAS LAPRAIR & CO	To-morrow, at 10 A.M.	ı
BWATOW	I EL	Brit. str 2	L Undaing	DOUGLAS LAPRAIR & Co	On 27th inst., at 1 P.M	ſ <b>.</b>
I SAULADIANT A MOY & FOOCHOW	THE TRACE OF THE PARTY OF THE P		Decemore	DOUGLAS LAPRAIK & U	" OH PLICE STEEL OF THE	. ·
I STRATEGIE AMOY & FOOCHOW	HAICHING		Temeson	BUTTERFIELD & SWIRE H	OH TOOM THEE'S OF O WIN	. <b>•</b> . "
I HOIBOW & HAIPHONG	MINGEL IN SEC.	41-14	R Rodger	SHEWAN TOMBE & CO	Towns, Towns,	i.
At A to 1 4 A		والأخالة المستحد المتحدد	A. Somerville	BUTTERPIELD & SWIRE		i.
MANILA		Brit, str	S. J. Payne	JARDINE, MATHESON & Co., L. SHEWAN, TOMES & CO.	On st May, at Noon.	
MANILA	RUBI	Brit, str	. A W Onterbridge	BUTTERFIELD & SWIRE	On th May, at 3 P.M.	i .
MANILA	AND THE PARTY OF THE PROPERTY AND ADDRESS OF THE PARTY OF		P. H. Rolfe	JARDINE, MATHESON & CO., L.	D. OH the may, and a ram,	
TATANITA	,,,a, <u>Tubertormo</u> terretorio	***	To Stambill	MELCHERS & CO	141 Definitions - Ar man.	
FETTINATI A SANDAKAN	DORNER	III DENI MANIETTE	Garada	NTOPON YUSEN KAISHA	D. On 27th inst., at Noon	n.
I DANTO A V WILL RINGAPORE & COLUMBU	TRIOROGO MENDO	Hrit. Mr	100 mm mm_117	JARDINE, MATHESON, & Co., L.		j.
SINGAPORE, PENANG & CALCUTTA		Brit.str   -	Danden	J.VA-CHINA-JAPAN LUN		
BATAVIA, CHEBIBON, SAMARANG, &c	TJIPANA9	Dut. str	EBBALLEN *** ***			1. 1. jv. i **
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# THE BANK LINE. LIMITED.

Taking Carge on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

# VICTORIA. B.C.. SEATTLE & TACOMA MOJI, KOBE AND YOKOHAMA.

· <u>· · · · · · · · · · · · · · · · · · </u>	Steamer.	Tons.		Captain.	Sailing Date.
	•		1·		
	AYMERIC	4,363 6,232	T. W	Shotton	About 24th April. On 3rd June.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers. PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

Hongkong, 3rd April, 1909.

DODWELL & CO., LIMITED, GFNERAL AGENTS. QUEEN'S BUILDINGS.

# LINES.

FOE	STEAMERS	TO SAIL
KUDAT & SANDAKAN}	"BORNEO" { Capt. F. SEMBILL -	Beginning of May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"BUELOW" Capt. H. FORMER	Wed'day, 5th May, at Noon.
& YOKOHAMA	PRINZEITEL FRIEDRICH Capt. E. MALCHOW	"(About Thursday, 6th May.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. E. GATHEMANN	Friday, 21st May at 10 A.M.
To Callan Bestionland apply to		

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 24th April, 1909.

# CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE ...

"EMPRESS LINE."

4 From Naval Yard to East Point

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5-TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPRESS OF CHINA" SAT., 1st May. "MONTEAGLE" TUESDAY, 11th May, "EMPRESS OF INDIA" SAT, 22nd May, "EMPRESS OF JAPAN" SAT., 12th June. "ALLAN LINER" FRIDAY, 9th July. "EMPRESS OF CHINA" SAT., 3rd July. | "EMPRESS OF IRELAND" Fat., 30th July.

From St. John or Quebec. "ALLAN LINER" FRIDAY, 28th May. "EMPRESS OF BRITAIN" FRI., 18th June.

Steamships leave HONGKONG at 6 P.M. "Empress" at 12 NOON. "Monteagle"

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Co's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers) First Class rate to London includes cost of Meals and Berth in Sleeping Car while

crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of Chira and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China,

# MESSAGERIES MARITIMES

FRENCH MAIL LINES. SERVICE TO AND FROM EUROPE FORTNIGHTLY VIA BUEZ CANAL. SERVICE TO AND FROM PAPAN VIA

Corner Pedder Street and Praya, opposite Blake Pier.

SHANGHAL **FOR** "OCEANIEN" About 26th April. KOBE SHANGHAI, YOKOHAMA ... ... ... On 27th April, "ERNEST SIMONS" Capt. Girard "POLYNESIEN" MARSEILLES, VIA PORTS **1** P.M. Capt. Broc On 10th May, P.M. SHANGHAI, KOBE YOKOHAMA ... On 11th May, MARSEILLES VIA PORTS Capt. Charbonnel 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to-P. DE CHAMPMORIN, AGENT, Queen's Building.

Hongkong, 20th April, 1999.

FORTNIGHTLY

VESSELS ON THE BERTH

HONGKONG-BOSTON & NEW YORK.



AMERICAN ASIATIC STEAMSHIP Co.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL, (With Liberty to call at the Malabar Coast.)

S.S. "INDRAMAYO" ... On 30th April. For Freight and further information pply to-SHEWAN TOMES & Co.,

General Agents. Hongkong, 12th April, 1909.

THE PENINSULAR AND ORIENTAF STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL;

AMERICAN AND SOUTH AFRICAN PORTS. / HE Steamship

"ASSAYE,

Captaill Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 1st Muy, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MARMORA," 10,500. tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Ten for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "EGYPT' due in London on the 11th June, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

Superintendent. Hongkong, 19th April, 1909. SHIRE" LINE OF STEAMERS LTD.

FOR SOUTHAMPTON, LONDON AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE," Captain G. S. Warner, R.N.R., will be despat. ched as above on 8th May.

For Freight or Passage apply
JARDINE, MATHESON. & Co., Ltd.,

Hongkong. 14th April, 1909.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS: in CHINA and JAPAN for the above Line of LADING for all the principal ports in South Africa, in connection with Indo-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars. apply to

DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1898.

TITSU BISHI GOSHI KAISHA.

(MITSU BISHI CO.) COAL DEPARTMENT. SOLE PROPRIETORS of TAKASIMA.

OCHI, MUTABE, HOJO, NAMAZUTA, BAYO, SHINNEW and KAMIYAMADA, Collieries SOLE AGENTS FOR

KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE :- MARUNOUCHI, TOKYO.

BRANCH OFFICES:-NAGASAKI. MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW. Cable addresses for above, "IWASAKI' Codes, AI, ABC 5th Ed., Western Union.

AGENCIES: YOKOHAMA: M. ABADA, Esq. CHINKIANG: Mesers. GEARING & Co. MANILA: Mesers. MACONDRAY & Co. For Particulars apply to

H OISHI, No. 2, Pedder, Street, Hongkong.

Hongkong, 9th January, 1909. SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER

NEED NOW DESPAIR, but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the know-ledge of a second party. By the introduction of THE NEW FRENCH READEDY

THERAPION

a complete revolution hasbeen wrought in this department of medical science, whilst thousands have
been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

Remody for discharges, superseding injections, the up of which does irreparable harm by laying the foundation of stricture and other Remedy for primary and secondary skin

eruptions, electations, prins and swellings of the joints, and all those complishes which mercury and saraparilla are popularly but erroneously and asamparilla are popularly but erroneously supposed to cure. This preparation purities the whole system through the blood and throughly eliminates all poisonous matter from the body.

Remedy for debility, nervousness, impaired vitality, sleeplessness, distasts and incapacity for business of pleasure, lore of solitude, bitshing indigestion, pains in the back and head, and all disorders resulting from dissipation, early excesses, itc., which the faculty sopersistently ignore, because so impotent to cure or even relieve.

because so impotent to cure or even relieve.

THERAPION is soldby principal Chemists throughout the world. Price in England 2/9 and 4/5. In ordering, state which of the three numbers required, and observe that the world THERAPION appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Eold I yell principal Chemista

STEAM NAVIGATION COMPANY.

	STHAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	SOMALI Peters	About 25th April	Freight and Passage.
SHANGHAI}		•	
LONDON VIA UBUAL PORTS	ASSAYE	Noon, 1st May	See Special Advertisement.
TONDON ANDWERD		1 - 1 - 1 - 1	

E. A. HEWETT, Superintendent.

Hongkong, 24th April, 1909.

FOR	STHAMBES .	
AMOY, MANILA, CEBU and ILOILO	"SUNGKIANG"	On 24th April, 4 p.m.
BHANGHAI	"CHENAN"	On 25th April, D'light
MANILA	"TAMING"	On 27th April, 3 P.M.
SHANGHAI	"YINGCHOW"	On 29th April, 4 P.M.
HOTHOW and HAIPHONG	"SINGAN"	On 29th April, 9 A.M.
BHANGHAI	"ANHUI"	On 2nd May, D'light
MANITA	"TEAN"	On 4th May, 3 P.M.
SHANGHAI	" CHINHUA "	On 6th May, 4 P.M.
MANILA, ZAMBOANGA,		
THURSDAY ISLAND, COOK.		
TOWN, CAIRNS, TOWNS		
VILLE BRISBANE, SYDNEY, }	"TAIYUAN"	On 14th May, 4 P.M.
A STATE OF THE STA		

with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH ... )
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI." AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Statercoms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILATWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Faus in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangteze and Northern China Ports: N.B.-These Steamers Land Passengers in Shanghai, avoiding the inconvenience of

transhipment at Woosung. The Sunday Morning Sailings carry Passengers and H.M. Mails to connect with Siberian Mail to Europe. FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

TELEPHONE 36. For Freight or Passage apply to-Hongkong, 24th April, 1909.

BUTTERFIELD & SWIRE. AGENTS.

### STEAMSHIP DOUGLAS LIMITED.

# HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STRAMERS	FOR	LEAVING.
"HAIMUN," Capt. Evans	SWATOW	SUNDAY, 25th April, at 10 A.M.
"HAIYANG."	SWATOW, AMOY &	TUESDAY, 27th April,
Capt. A. E. Hodgins	FOOCHOW.	at 1 P.M.
"HAICHING"	SWATOW, AMOY &	FRIDAY, 30th May,
Capt. Passmore	FOOCHOW.	2 at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to-

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 24th April, 1909.

# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPUSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

FOR THE CO.'S S.S. LEAVING	
* TAMSUI VIA SWATOW, "DAIGI MARU" SUNDAY, 25th	April,
& SWATOW Capt. H. MURAYAMA A at. 10 A.M.	AL Amell
* SHANGHAI VIA SWATOW ("BUJUN MARU" TUESDAY, 27 AMOY & FOOCHOW Capt. Y. Fuseno at 10 A.M.	th April,
AMOY & FOOCHOW { Capt. Y. Fuseno } at 10 A.M. + ANPING VIA SWATOW { "SOSHU MARU" } WED'DAY 28	th April.
A AMOV Capt. K. Sugi at 8 AM.	
+ ANDING WIA SWATOW ("SHOSHU MARU" \ WED'DAY, 28	th April, -
& AMOY Capt. Trichi at 8 A.M.	and Class

 These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.

+ Taking Cargo on through Bills of Lading to all Yangtsze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings. T. ARIMA, Manager. Jongkong, 24th April, 1909.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.) **STEAMERS** 

"CHIPSHING" Saturday. 24th April. Noon. TIENTSIN VIA TSINGTAU...... + SHANGHAI ... "HANGSANG" ... Sunday, 25th April, D'light \* SINGAPORE, PENANG&CALCUTTA" FOOKSANG" Tuesday, 27th April, Noon. + SHANGHAI via NINGPO...... "KWONGSANG" Friday, 30th April, Noon. SINGAPORE, PENANG & CALCUTTA" KUMSANG" Friday, 30th April, Noon. • MANILA ...... "LOONGSANG" Friday, 30th April, 4 P.M WANILA ..... YUENSANG".. Friday, 7th May, 4 P.M. \*\*SH'HAI, YOKOHAMA, KOBE & MOJI... "KUTSANG" . Wed'day, 19th May, Noon.

RETURN TOURS TO JAPAN. OCCUPYING 24 DAYS.

The Steamers "Kutsang," "Nameang" and "Fooksang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. \* Steamers have superior accommodation for First Class Passengers and are fitted throughout

with Electric Light. + Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 61. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Hongkong, 24th April, 1909.

# HAMBURG-AMERIKA HAMBURG.

ASIATIC FREIGHT SERVICE. Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

te HAVRE, BREMEN and HAMBURG and to NEW YORK. TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediteranean,

Levantine, Black Sea and Baltic Ports, and all North and South American Ports Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG: HOMEWARD.

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SCANDIA ... ... 27th April B.S. SENEGAMBIA ... 10th May S.S. SEGOVIA ... ... 17th May S.S. ISTRIA ... ... 29th May

Further Particulars, apply to-

FOR ROTTERDAM & HAMBURG: S.S. NICOMEDIA FOR MARSEILLES, HAVEE & HAMBURG S.S. BRISGAVIA ... 3rd May FOR HAVRE, BREMEN & HAMBURG: S.S. SILESIA .. .. 19th May FOR ANTWERP & HAMEURG: S.S. LIBERIA... About Middle of May FOR ANTWERP, ROTTERDAM & HAMBURG: S.S. BELGRAVIA About Beg. of June FOR HAVEN & HAMBURG: S.S. SCANDIA ... 2nd June

DATE OF SAILING.

Hongkong, 6th April, 1909.

HAMBURG-AMERIKA Hongkong Office.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAL RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK.

## SWEDISH EAST ASIATIC Co., LD GOTHENBURG.

PROJECTED .SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS ' DESTINATION ... "CANTON" ..... Middle of April. SHANGHAI, YOKOHAMA and KOBE For Further Particulars apply to MELCHERS & CO., Hongkong, 9th April, 1909. AGENTS.

### KAISHA. NIPPON YUSEN

EXTRA PASSENGER SERVICE NEW STEAMERS-EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Co.'s Newly Built 9000 Tons Passenger Steamers will be despatched from Hongkong as Follows:

MIYASAKI MARU- (Capt. W. BAINBRIDGE) About Wed. 5th May KITANO MARU - - (Capt. F. F. Cope) - - About Wed. 2nd June. HIRANO MARU - - (Capt. H. Fraser) - - About Wed. 30th June

KAMO MARU - - - (Capt. F. L. Sommer) - About Wed. 28th July. CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

Hongkong, 13th April, 1909.

NIPPON YUSEN KAISHA.

### KAISHA. **NIPPON** YUSEN (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	Sailing dates.
HARSEILLES, LONDON and	KANAGAWA MARU		WED'DAY, 28th Apr
ANTWERP via SINGA-	Capt. J. Nagao,	6169	j at Daylight
PORE, PENANG,	) <u>Haka</u> ta Maru		WED'DAY, 12th May,
COLOMBO, and PORT SAID	Capt. T. Murai,	6161	f at Daylight
TICTORIA. B.C. and	CS*AKI MARU	1	TUESDAY, 27th
SEATTLE, vio SHANGHAI,	Capt. K. Sato,		April, at Noon.
MOJI, KOBE, YOKKAICHI,	1 * CEYLON MARU		TUESDAY, 11th May
and YOKOHAMA	Capt. Fred. Pyne,	5068	st Noon.
SYDNEY and MELBOURNE,	CYAWATA MARU	4	FRIDAY, 14th May,
via MANILA, THURSDAY	Capt. T. Sekine.	5539	at Noon.
ISLAND, TOWNSVILLE	NIKKO MARU	• .	FRIDAY, 11th June
and BRISBANE	Cant M. Yagi.		at Noon.
BOMBAY via SINGAPORE	TYETOROFU MARU		SUNDAY 25th
and COLOMBO	Capt. Soveds.		April.
SHANGHAI, MOJI and	CH MOYORI MARU		TUESDAY, 27th
12°C 10'10	l Cant Richards		April, P. W
	C+ SADO MARIL		THURSDAY, 6th May
KOBE and YOKOHAMA	Cant Geo Anderson		at Daylight
NAGASAKI, KOBE and	NIKKO MARU		WED DAY, 12th
NAGASAKI, KOBE and YOKOHAMA	Cant M. Vaci	5539	May, at Noon.
IODODAMA	C Outres were wingers		<i></i>

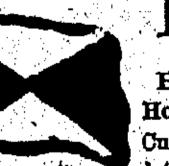
. Calling at Shimidzu. S Fitted with Marconi's System of Wireless Telegraphy.

Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Altantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, lst and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 23rd April, 1909.

MANAGER. [15 HONGKONG-MANILA.



# Highest Class, newest, fastest and most luxurious Steamers between

Hongkong and Manila. Saloon amidahips. Electric Light, Perfect Cuisine SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	Sailing' Date.
ZAFIRO	2540	R. Rodger	Manila	On 24th April, Noon.
RUBI	2540	R.W. Almond.	Manila	On 1st May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co., GENERAL MANAGERS.

Hongkong, 19th April, 1909.

KUSUMOTO,

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. HONGKONG MARU ... 6000 tons gross Sail June 1st, 1909. S.S. MANSHU MARU ... July 1st, at Noon. S.S. AMERICA MARU 6000 .. SS. HONGKONG MARU ... ... 6000 For particulars apply to K. MATSDA, Manager.

TOYO KISEN KAISHA, York Building. Hongkong, 23rd April, 1909.

SHORTEST AND QUICKEST ROUTE

BETWEEN

CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchum (Kwanchengtzu), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.
YINGKOU LINE—For Yingkou (Newchang), 3 hour from Tashihchiao Junction.
FUSHUN LINE—For the famous Fushun Collieries from Suchiatun Junction. Antung-Heren Line-A light railway from Mukden to Antung-Heien connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "Kobe Maru" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

RAILWAY HOTELS-"YAMATO" HOTEL (Tel. Add.: "YAMATO"). At DAIREN (Dalny), PORTARTHUR and CHANGCHUN (KWANCHENGTZU), all managed by the Company and provided with every convenience, lurury, and TICKETS AGENTS in the FAR EAST and EUROPE: Messre THOS. COOK & SON and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.

FUSHUN COAL FUSHUN COLLIERIES-Fushun Steam Cod is supplied at Dairen, Yingkou, &c. Fresh stock always on hand.

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TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN BAILWAY.

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# 

TONIC, RESTORATIVE, DIGESTIVE WINE Very palatable.

Known throughout the world and prescribed in all cases of Anomia, Debility and Convalescence, to your - " omen, children and the aged. Invaluable in hot climates: DOBE : One wine-glass after the two principal meals.

Each bottle of genuine vin saint-naphael bears, in addition to the registered trade-mark: (1) The Warranty Stamp of the Union des Fabricants.
(2) A METAL SEAL Advertising CIL ETTELASS.

is a MELISSA and MINT cordial which surpasses all others by its purety and faultless preparation. To be taken on a lump of sugar.

AGENTS:-CALDBECK, MACGREGOR & Co., Honorong:

# THREE STAR

JOHN JAMESON and SON, LIMITED, DUBLIN,

Distillers to H.M. the Mind.



ON SALE. DOUND VOLUMES of the HONGKONG WEEKLY PRESS. July to December, 9908. With INDEX. Price \$7.50. On sale at the "Hongkong DARY PRESS' Hongkong, 21st January, 1909.

Gutler, Palmer & Go.'s

SPEGIAL

BLEND

**LYSIH** 



SHIPPERS Gutler, Palmer & Go., London. AGENTS

HONGKONG.

5.00 P.M

27th, 10.00 A.M.

27th, 10.00 A.M.

27th, 10,00 A.M.

27th, 10.00 A.M.

Route to EUROPE. Nippon Yuson Kaisha. Approximate times of closing mails at Shanghai via Dalny and Siberia. at 5.00 p.m. & A. S.S. Co. at 5.00 p.m.

The Oceanien, with the French mail of the 26th March, left Saigon on Friday, the 22rd inst., at. 7 s.m., and may be expected here on or about Monday, the 26th instant, at daylight. This proket brings replies to letters despatched from Honglong on the 20th Feb.

PER 24th, 10.00 A.M. Saturday. Chipshing ...... 24th, 10.00 A.M. Taingtan, and Tientain Baturday, 24th, 10.00 A.M. Helene ...... Saturday, Telemachus ..... 24th, 10.00 A.M Baturday, Zafiro ...... 24th, 10.00 L.M. Moji, Kobe, Yokohama, Victoria, Tacoma and Baturday, Anmeria ...... Saturday, 24th, Printed Matter and Samples massessed 10.00 A.M. Begistration ... 10.00 A.M. (Registration, with late) BHANGHAI, NAGABARI, KOBB, YOKOHAMI, ? HONOLULU and SAN FRANCISCO ..... (Supplementary mall on board up to the Nippon Maru ...

tee of 10 cents, up to Registration, Kowloon time fixed for departure of the mail. B.O. .... 10.00 A.M Extra Postage 10 cents) ........... No late fee. Saturday, Bui Lai 24th, 3.00 P.M. Saturday, Sungkiang ...... 24th, 5.00 P.M. Amoy, Manile, Cebu and Iloilo Baturday, 5.00 P.M. Wongkor Hoihow and Bangkok ..... Saturday, Hong Moh ..... 5.00 P.M. Baturday, Shanghai and Siberian Mail to } 6.00 P.M Saturday, 25th. 9,00 A.M. EUROPE ..... Sunday, Haimun ..... 9.00 ▲.М. 25th, Daigi Maru ..... Switter, Amoy and Tamani........ 1.15 r.m. Monday. Sui Tai .....

Keongwai .....

Fooksang.....

Aki Maru ..... Tuesday,

BORDEAUX CHEAP CLARET.

We are offering this claret to our customers and the public as a right wine for ordinary daily use, and we assure them that this brand is far Superior in Quality and Cheaper in Price than any other low priced brand of claret to be obtainable in the market.

CASTILLION) (CORTES ORDINAIRE -

PRICE

Macoo .... Singapore and Bangkok .....

Mol, Kobe, Yekohama, and Portland .....

Engkokeerserses en eneman der en entenemente ester

Sirgapore, Penang and Calcutta ......

Stanghai, Meji, Kobe, Yokkaichi, Shimiden, 1

Yokohama, Victoria and Seattle .....

... \$5.50 2 Doz. PINTS.

Monday,

Tuesday.

Tuezday,

Tuesday.

... \$4.50 1 "

SAMPLE ON APPLICATION.

H. RUTTONJEE & SON. WINE AND SPIRIT MERCHANTS.

TO-DAY Twentieth Ordinary General Meeting, Hongkong Electric Co., Ld., noon.

COMMERCIAL.

--: 0 :--

EXCHANGE CLOSING QUOTATION.

April 23rd. ON LONDON :-Bank Bills, on demand Bank Bills, at 30 days' sight . Bank Bills, at 4 months' sight ... 1/98 Credits, at 4 menths' sight,......1/92 Documentary Bills 4 months' sight 1/9g ON PARIS Bank Bills, on demand Credits, at 4 months' sight......2261 ON GERMANY:-ON NEW YORK :-Credits, at 60 days' sight ......441 ON BOMBAY :-ON CALCUTTA: ON SHANGHAI: Bank, at sight .....742 Private, 30 days' sight ......75 ON YOKOHAMA:—On demand ...... 862

On Manila:-On demand-Peses-87 ON SINGAPORE:-On demand .. ON HAIPHONG:-On demand ....... 1010/, pm. ON SAIGON :- On demand ...... 10 %, pm. On Bangkok:—On demand.......852 Sovereigns, Bank's Buying Rate ...\$11.15 GOLD LEAF, 100 fine, per tael .........\$58.50 BAR SILVER, per 02. ......23 13 OPIUM. April 23rd.

Quotations are :-... \$1,070/1,080 per picul ... \$1,090/1,100 Malwa Old ... Malwa Older ... ... \$1,110/1,140 Malwa V. Old ... \$1,150/1,185 Persian fine quality ... \$1,020/1,050 Persian extra fine ... \$850/900 Patna New ... ... \$950 Benares New ...

HONGKONG METEOROLOGICAL.

REGISTER.

P	revious Day	On Date at	On Date	Sat.
Barometer	29.84 -72 90 E	29.97 71 82 E	29.89 69 81 E	Sun
Weather	0	081	•	We

Lowest open air Temperature on 22nd......69

VESSELS EXPECTED.

THE FRENCH MAIL. The M.M. str. Oceanien with the French Wail of the 28th ult., and mails from London MEEFOO, Chinese str., 1,339, J. McArthu, of the 27th ult., left Saigon on Friday the 23rd inst. at 7 a.m., and may be expected to arrive here on Monday the 26th instant, and will leave for Shanghai and Japan on the same afternoon.

THE CANADIAN NAIL. The C.P.R. str. Monteagle left Vancouver p.m. on Thursday the 8th inst. for Hongkong via the usual ports of call.

THE AMERICAN MAIL. The P.M. str. China left fon Francisco, on the 2nd inst., via Honolulu, Yokohama, Kobe, Nagasaki; Shanghai, is due to arrive in Hongkong on the 1st prox.

MERCHANT STEAMERS. The G.N. str. Minnesota left Manila on the 22nd inst, and may be expected here to-day. The C.N. Co.'s str. Taiyuan left Sydney on the 3rd inst. and Thursday Island 12th, and is

due here to day. The P. & O. str. Somali left Fingapore for this port on the 19th inst. at 5.30 a.m., and is due here to day at about 6 a.m. The N.Y.K. str. Yetoroju Maru (Bombay

Line) left Moji on the 18th instant, and is expected here to-day. The H.-A. Linie str. Nicomedia left Shanghai on the 21st inst. a.m., and may be expected TELEMACHUS, British str., 1,340, G. Edwards,

here to-day. The C.N. Co.'s str. Linea left Shanghai on the 22nd inst., and is due here to-morrow. The Bank Line str. Suveric left the Sound

on the 10th instant, for Hongkong via Japan ports and Manila. The H.A. Linie str. Scandia left Singapore on the 20th instant a.m., and may be expected here on or about the 26th instant a.m.

The NY K. str. Moyor Maru (Bombay Line) left Singapore on the 20th instant, and is expected here on the 26th inst. The M.M. str. Yunnan from Europe left Singapore on the 21st inst. at 6 p.m., and is due here on Wednesday morning the 28th inst. The I.G.M. str. Manila left Sydney on the 8th instant p.m., and may be expected here on

or about Friday the 30th inst. HONGKONG TIDE TABLE. From April 24th to 80th, 1909.

HIGH WATER.				TOM MATER	
8	Day of Month.	Hongkeng Mean Time.	Height	Honekong Mean Time.	Helght.
i. No.	24 25 26	h. m. m 1 10 m 11 15 m 2 27 m 11 54 No interior 0 84 m	11 7 7 7 8 8 high	m 5 26 6 64 a m 5 26 m 5 26 norlow p 70 a	ft. in.  3
es. ed.	27 28 29	No inferior 1 20 a No inferior 5 24 a m 8 6	high 6 1 high 5 7 4 8	10 30 a ner low 11 36 a m 11 6	1 9 water. 1 9 4 6

SHABE LIST. QUOTATIONS. Hongkong, April 23rd, 1909.

NO. OF AKI MARU, Japanese str., 3,995, K. Sato, 18th BHARES. April Seattle 16th March, General-ARABIA, German. str., 4,438, Normann, 21st April-Portland 20th March, Flour-P. BANKS .-Hongkong & Shanghai Bank Corporation 120,000 CARL DIEDERICHSEN, German str., 774, J. Kayser, 18th April-Haiphong & Hoihow 99,925 National Bank of China, Limited ...... 17th April, General-Jebsen & Co. 8,604 Bell's Asbestos Eastern Agency, Limited CHENAN, British str., 1,350, J. H. Brown, 21st 60,000 50,000 50,000 April-Shanghai 18th April, General-China Borneo Company, Limited ..... Butterfield & Swire. China Light and Power Company, Limited. HIHLI, British str., 1,142, J. Warrack, 3rd April-Heihow 2nd April Rice-Butter. Cha Provident, Loan & Mortgage Co., Ld... 200,000 field & Stire. HILDAR, Norwegian str., 1,102, Nielsen, 21st COTTON MILIS. Ewo Cotton Spin'y. & Weaving Co., Ld. 20,000 April-Bangkok and Swatow 20th April, Hongkong Cotton Spinning Co., Ld ..... Rice-Chinese. International Cotton Manufing Co., Ld. CHIPSHING, British str., 1,199, F. Mooney, 18th Laou-Kung-Mow C. Spin: &Weav.Co., Ld April—Teintsin 9th, Chefoo 11th and Wei-hai-wei 13th April, General—Jardine, Soy Chee Cotton Spinning Co., Limited. Dary Farm Company, Limited ..... Matheson & Co. CHOSHUN MARU, Japanese str. 1,301. T. Suruga, 18th April-Swatow 17th April. DOOKS AND WHARVES .-H'kong & Kowloon Wharl & G. Co., Ld. 60,000 50,000 General-Osaka Shosen Kaisha. Hongkong and Whampon Dock Co., Ld. DAIGI MARU, Japanese str., 846, H. Muragama, 10,000 New Amoy Dock Co., Limited ...... 21st April - Tamsui 18th April, General-Shanginai Dook and Engineering Co., Ld. Osaka Shosen Kaisha. Shanghai and Hongkew Wharf Co., Ld.. DAIYA MARU, Japanese str., 1,735, Kobayashi, 21st April—Kutchinotzu 16th April, Coal 18,000 Forwick & Co., Limited ..... -Mitsu Bishi Goshi Kaisha. 400**,00**0 Green Island Coment Co., Limited ..... DRUFAR, Norwegian str., 1,102, J. Bing, 22nd April-Chinkiang 17th April, General-Hongkong and China Gas Co., Limited ..... Hamburg-Amerika Linie. Hongkong Electric Co., Limited ..... EMPRESS OF CHINA, British str., 3,046, R. 12,000 Archibald, R.N.R., 16th April-Vanconver. B.C. 25th March, Mails and General-

FOOCHOW, British str., 1,228, Vincent, 21st April-Wuhn 15th April, Rice-Butter-INSURANCES. field & Swire. FOOKBANG, British str., 1,987, G. Mitchell, 21st pril—Moji 16th April, General— Jardine, Matheson & Co. GRYFEVALE, British str., 1979, Steel, 19th April-Port Kembla 28th March, Coal-Union Insurance Society, Limited Asgaard, Thoresen & Co. Haldis, Norwegian str., 1,165, Polberg, 20th ANDS, AND BUILDINGS. April-Saigon 16th April, Rice-Order. HANGSANG, British str., 1,356, S. Wilde, 18th April-Chinkiang 14th April, General-Jardins, Matheson & Co. HANDAL, Norwegian str., 1,193, E. Erecksen, 17th April-Manila 14th April, General-

Barretto & Co. HELENE, German str., 771, J. Jessen, 21st April-Tourane and Hoihow 20th April, General-Jebsen & Co. HONGMOH, British str., 2,555, Bainbridge, 22nd KAGESHIMA MARU, Japanese str., 4,687, Arakaws, 14th April-Bombay and Singapore REFINEBIES. 7th April, General—Nippon Yusen Kaisha. KEEMUN, British str., 5,867, R. Comadi, 20th

24th March, Flour, Lumber, Salt Herring -Butterfield & Swire. KEONG WAI, German str., 1,115, T. Kohler, 16th April-Bangkok 7th April, Rice-Butterfield & Swire. KIAKO PING, Chinese str., 1,222, Udden, 21st April-Chinkiang 16th April, General-

KOTOHIRA MARU, Jap. str., 2,267, R. Yano, 22nd April-Kutchinotzu 16th, April, Coal -Mitsui Bussan Kaisha. Kumsang, British str., 2,077, E. J. Buller,

21st April-Calcutta 6th April, General- STORES AND DISPENSABLES. Jardine, Matheson & Co KWANGTAH, Chinese str., 1,536, W. H. Luni, 17th April-Shanghai 13th April, General LOONGSANG, British str., 1,092, S. J. Payne, United Ashestos Oriental Agency, Limited }

13th / pril-Manila 10th April, Sugar-Jardine, Matheson & Co. LOOSOK, German str., 1,020, G. Schultzen, 20th April-Bangkok. 12th and Swatow 19th April, Rice and Salt-Butterfield & Swim LOTHIAN, British str., 3,223, W. J. Lockhart, 17th April-Moji 12th Apr., Coal-Dodwell

19th April—Shanghai 16th April, General \_C. M. S. N. Co. NIPPON MARU: Japanese str., 3,452, W. Filmer, 16th April-San Francisco 19th March, General-Toyo Kisen Knisha. PROMETHEUS, Norwegian str., 1,024, Bing,

17th April-Wuhu 11st April, General- Mr. G. Ade Asgaard, Thoresen & Co. PROTEUS, Norwegian str., 1,024, C. Moller, Mr. G. Bowack 19th April-Baigon 15th April, Rice- Mr. & Mrs. W.H. Brown Asgaard, Thoresen & Co. . RAJABURI, German str., 1,189, H. Bremer, 18th Mr., A Blown

April-Swatow 17th April, Rice & Wood -Butterfield & wire. RAJAH, German str., 1,075, Rehr, 17th April-Bangkok 7th April, Rice and Timber-Butterfield & Swire

SCOTTISH MONARCH, British str., 3.266, Wm. Sibbald, 21st April-Tasmanian Ports 30th March, Railway sleepers-Dodwell & Co. SIBERIA, American str., 5,655, A. Zeeler, 21st April-San Francisco 26th March, Mr. & Mrs. W. Critten-Mails and General-P. M. C.S. Co.

SUNGEIANG, British str., 897, Pennefather, Mrs. Data 19th pril-Hoile 13th April, Sugar-Butterfield & Swire. TAIWAN, British str., 1,042, F. C. Everett, Mr. & Mrs. J. T. Eaver 19th April-Newchwang, Dalny & Cheico 13th April, General-Chinese.

pril-Saigon 10th April, Rice and General-Chinese. TRANQUEBAR, Danish str., 2,228, C. van Dors, 22nd April-Shanghai 18th April, General

-Melchers & Co. WAGLINDE, German str., 2,580, W. Mohr, 19th Miss V. H. Gill April-New York 20th Feb., General- Mr. & Mrs. C.L. Gorham Carlowitz & Co.

Wongkol, German str., 1,115, Reher, 15th Mr. & Mrs. A. Harris pril-Bangkok 6th April, Rice-Bulter- Miss Harris field & Swire. YINGCHOW, British str., 1,216, W. Fraser, 22nd Mr. G. V. Hayes April-Weihaiwei 16th April, Salt- Mr. P.E. Heermann

Butterfield & Swire. Y. SONTUA, American str., 585, Gaiarehen 13th Mr. L. Heymarn April - Manila 10th April, Sugar - Chuese. Capt. R. Innes
Zapiro, British str., 1,350, R. Rodger, 19th

Mr. & Mrs. M. ackson

pril - Manila 17th April. General - Mr. H. Johnson pril Manila 17th April, General-Shewan, Tomes & Co.

STEAMERS PASSED THE CANAL. April 3rd-Headley, Agamemnon, E. F. Mr. D. Mscdona d Ferdinand, Salavonia, Suevia, Moyune, 7h-Castle. Sado Maru, Palermo, Pathan. 14th - Bencleuch, Benlomond, Glen- Mr. & Mr. & Mrs. J. B. D. turret, Prinz Eilel Friedrich, Silazie, Senegambia, Bona, Westphalia, Theeus, 17th-Kleist, Nippon Maru, Dardanus, Bingo Maru, Hudson, Polynesien, Silvia, Tamba Mare. 21st-Palawan, Ghazee.

ARRIVALS AT HOME. April 21st-Nore.

VESSELS IN DOCK. April 23rd.

ABERDEEN DOCK. KOWLOON DOCK .- Tarlac, Empress of China, Y. Sontua, Pongtong, Kaipan, Keongwai. COSNOPOLITAN DOOK.

VALUE. PAID UP. TIONS CASH. Ps. 200 Nominal Ps. 200 \$940, sales £89.10.0 £6 | 351, buyers 12/6 | S104, sal. & buy. \$12 \$11.30, ml. & b-810 **{ \$43** \$94, anles & sel. Tls. 50 Tls. 50 Tls. 122, buyers \$10 | \$9, sellers Tis. 75 Tis. 75 Tis. 93. Tis. 100 Tis. 100 Tis. 110. Tls. 500 | Tls. 500 | Tls. 410. 86 | 316, buyers all. \$52, buyers all \$79, sellers \$62 \$92, buyers Tls. 100 Tls. 80, buyers Tis. 100 Tis. 166. \$25 | \$11, sollers \$8.90, sellers \$210, buyers \$192, buyers \$85, buyers \$155, sellers Nominal Hongkong Milling Co., Ld. (in Liquidation)... Hongkong Rope Manufacturing Co., Limited \$24, sides all \$50 | \$187½, sales Canton Insurance Office Co., Limited ... \$20 | \$105, buyers \$25 \\$85\; x.d., buy. \$50 \\$335, sales £5 Tls. 105, buyers China Fire Insurance Co., Limited .... China Traders Insurance Co., Limited ... Hongkong Fire Insurance Co., Limited \$100 \$785, x.d. \$60 \$2022, x.d., buy. North-China Insurance Co., Limited ... 12,400 12,000 Yangtsze, Insurance Association, Limited 3100 | \$97, sales & buy. Hongkong Land Invest. Agency Co., Ld. 150,000 Humphreys' Estate and Finance Co., Ld. 6,000 Kowloon Land and Building Co., Ld. Tls. 50 Tls. 117. 78,000 Shanghai Land Investment Co., Limited \$50 West Point Building Co., Limited ...... **\$50** \$625, buyers all Mining. 16,000 Société Française des Charb'ges du Tonkin Fes. 250 18/10 \$8. 200,000 Raub Australian Gold Mining Co., Ld ... 31 50,000 \$10 Philippine Co., Limited ....... 75,000 20,000 China Sugar Refining Co., Limited ..... \$16, sellers Luzon Sugar Refining Co., Limited ...... \$50 \\$59. April - Tacoms via Victoria and Japan Robinson Piano Co., Limited ...... 4,000 850 \$25 | \$13. all | \$36, sales STEAMSHIP COMPANIES. 30,000 20,000 \$25 \$50 \$15 China and Manila Steamship Co., Ld ... Douglas Steamship Co., Limited ...... 80,000 Hongkong, Canton & Macao S.B. Co., Ld. 60,000 Indo-China Steam Navigation Co., Ld. 56/-, buyers 2,000,000 Shell Transport & Trading Co., Limited... \$24, buyers \$15. \$24, cellers \$10 10,000 Star Ferry Company, Limited ...... 10,000 6,000 South China Morning Post, Limited ..... 35 | 851, sellers 20,000 Steam Laundry Company, Limited ..... all | \$12, buyers 1,200 15,000 Campbell, Moore & Co., Limited ....... \$7 | \$22, buyers

> \$10 810, sal. & buy. Union Waterboat Co., Limited ..... -50,000 Interest. Value. Amount. Loans. Tls. 250 7 % p. annum | Par. Chinese Imperial 1886 VERNON & SMYTH, Share-Brokers.

10,000

90,000

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Wm. Powell, Limited .....

Watkins, Limited .....

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Mr. W. N. Walgave Mr. E. Wellnann Mr. O. C. Wella Mr. and Mrs. B. S. Dr. H. C. Wilson Mr. J. Lipscher Mr. & Mrs. F.W Lucas Mis Wilson KINGS LESS PRIVAT 1 HOTEL.

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Quotation.

\$10 | \$3½, buyers

\$10 | 89, sales

84 | \$121-

\$100 | \$140.

KING EDWARD HOTEL. Dr. Melhorn Mr. & Mrs. S. Adson Mr. B. N. Mody Mr. G. E. Allen Miss Eusgrove Mr. D. M. Nicolson— Mr. Y. Azadan Mr. J. P. Parter

Miss G. Palotta Mr. H. F Pelvens Capt. & Mrs. W. Mr H. W. Both Pasemore Lady Bowyer Mr. J. Fearson Mr. & Mrs. E. Brown Miss N. A. Peeler Mrs. J. D Champlin Comd & Mrs. Fike Miss J. B. Cook Major& Mrs R.D. Read Mr. A. Edred Mr. W. Robinson Mr. A. B. Gi'es Mr. A. E. Robinson Co'. & ' rs. Gillert Mr. W. M. Royds Mr. Robert Greig Mrs. V. O. Schumscher Mrs. J. W. Griffith Dr. 8 ink Mr. W. Havilland Mr.&Mrs. S. Silverstone Mr. & Mrs. Hill

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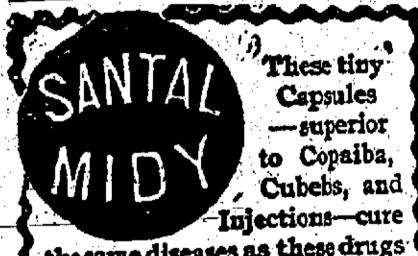
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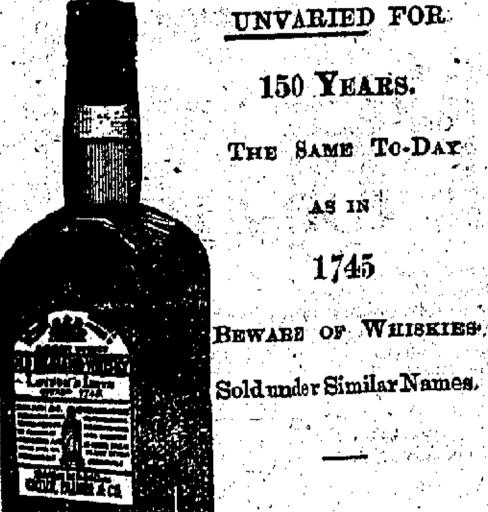
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BRITISH AND GERMAN TYPES

(By the Naval Correspondent of the London

Morning Post.) The typical ships to be considered are fourviz. Dreadnought and Invincible on the one hand, and Nassau and the cruiser F, now named Von der Tann, on the other. Each type has, 1907, and that criticism of them still stands. since its introduction, been developed—or, as the official phrase goes, has been "improved"but, by the light of such information as is to be had, it appears that the ratio between the types | the "power of choosing the range" claimed for has not been materially altered. Thus a con- superior speed exists only in se minor a degree sideration of the peculiarities of the name-ships as to have exceedingly little value. The udvanof the several classes will, with slight modifica- tage, such as it is, could not take effect until a tion, meet the case of later ships. The details here given are taken from English official

BRITISH SHIPS. Invincible. Dreadnought. Displacement .. 17,900 tons ... 17,250 tons Horse-power ... 25 kmots 21 knots Bpeed ... ... :8 12in 10 12in. Armament .... GERMAN SHIPS. Nassau. Von der Tann. Displacement... 17,760 tons ... 18,700 tons Horse-nower ... 20,000 Speed ...... [19.5 knots]... [25 knots] 12 11in. ... 12 11in. . 12 6 7in ...

The only points to be noted in these figures are that the speed of the German ships has not been officially stated; and that the secondary armament of the "armoured cruisers" is still matter for conjecture. By the analogy not only of the new German Battleships, but also by that of the Blucher, which is a fairly close approxima- in battleships which has hitherto obtained may new era—the argument lies against all of them. tion to the Von der Tann type, though on a probably be fairly stated as follows: smaller scale, itseems certain that the new 'arm- | 1. At the range at which future battles will against the latter in an even stronger degree oured cruisers" will have a powerful secondary be fought secondary guns will not be effective. than against Dreadnoughts. In all human battery. The argument to follow is not con- Their range is less than that of the 12in. or 11in probability the German ships recently built cerned with the exact extent of this battery; the | gun, and their power of penetrating armour is | are better suited for war than our own. The thesis in hand is concerned with this fact—that | insignificant at what is a medium range for a Admiralty's boast that the British battleit has been pretended, in glorification of the Dreadnought type, that all nations have copied it, whereas in sober fact the guns in one ship is undesirable, because their may perhaps imply a death-bed repentance, and new German ships are essentially different fire cannot be properly controlled; by which that these ships are to be given a secondary from the Dreadnought type, The development term is meant that their fire cannot easily be armament. It is sincerely to be hope that of the argument necessarily involves some technicality, but as few technical terms as possible will be used, and every effort will be made non-Service readers.

THE "DREADNOUGHT" TYPE. The essential characteristics of the Dreadnought type are two, viz., high designed speed and an armament consisting exclusively of guns of the largest calibre. The chief remaining features are large size and great cost, which are the inevitable consequences of what has been described as "the all-big-gun battleship of high speed." In the Invincible type, the same characteristics are present, but in an even greater degree; that is to say, greater sacrifices have been made in order to attain extreme speed, and the departure from precedent involved in the nature of the armament is more marked even than it is in the Dreadnought herself. THE NEW GERMAN SHIPS.

In the Nassau the horse-power is very much lower than that given to the Dreadnought, and the following comparison should be instructive: Displacement. I.H.P. Speed.

King Edward 16,350 tons 18,000 185 knots Nassau ..... 17,760 tons 20,000 [19.5]knots Dreadnought 17,900 tons . 23,000 21 knots the same ratio to the ton mage as it does in the number of hits is needed. By volume of fire the King Edward, it might at first sight seem | enemy is paralysed; he has no time to recover reasonable to suppose that the speed of the two from the moral effect of one blow before another ships would be about equal, that is, that the falls; with a great number of shots striking the designed speed of the German ship would be effect on the personnel, which is of far greater about 18.5 knots. The dimensions of the Nassau importance than the materiel of the ship, is are not available, but it can be inferred with continuous and cumulative. Men who argue thus almost absolute certainly that her form is nearer in favour of a secondary armament quote also to that of the Dreadnought than to that of the | the extreme accuracy and ease in handling of the King Edward, or, in other words, she is of a form | medium calibre gun, and insist also on the fact of hull which is more easily driven than the that by virtue of its very high rate of fire it can relatively short broad hull. For this reason it throw in a given time a weight of metal as great is believed that her speed will be about 19 or —as in the case of the six inch—or greater—as 19.5 knots, which is scarcely higher than that of with the 9.2 inch—than the 12 inch gun can disformer battleships. There has been no sacrifice charge. They are also prone to quote from though 21 knots is the normal speed of the destroyed. Dreadnought type, it is an abnormal speed What Captain Semenoff wrote was this:

4-inch 31 pr., which are mounted as an anti- war we held the first of these views, and the terpedo-boat armoment. The German ships also Japanese the second." two points follows.

SUPERIOR SPEED. The term "superior speel" has been adopted was described above as abnormal speed. There that during the greater number of days in the can be no naval reader who is ignorant of year it is impossible to see clearly for more than the controversy, the echo of which must have 4,000 or 5,000 yards, a factor which would make reached the general public, which the introduct long-range action impossible. Tsushima itself tion of superior speed occasioned. The case was fought under some such weather conditions against superior speed was clearly stated by as this, and during the greater part of the several writers whose close study of the conditions of naval war entitles their victors to 3,000 yards spart. serious attention. The case for superior speed was at first not stated; the only official at tempt to justify it was not made until after the Drendnought had been built, by which time the arguments against it had attained to such answer. The official "reply" (in Cd. 3,049 of which prevailed when the Dreadnought was formidable dimensions as to call for some

chance of obtaining a strategic advantage. This high on a mast, to observe the fall of shot and mobility is represented by speed and fuel en. to regulate the fire of the ship accordingly. If durance. Superior speed also gives the power he were destroyed the system fell to pieces. durance. Superior speed also gives the power

of choosing the range. in no way shaken by this document; it was top itself was not hit, therefore new pattern indeed held by competent judges that they were strengthened, and they were therefore repeated. It will be convenient to summarise them here.

The official reply claims both strategical and tactical advantage, and that too in the most dogmatic manner. It was answered, with a wealth of historical illustration, that "to get early and correct intelligence of the enemy's movements and to occupy a good strategical position are more important than any practicable difference in speed . . . The speed at which a maximum, because of the necessity of arriving at and then, too, only when but one type of gun is fleet can make a passage falls far short of the the decisive point with a good margin of coal in firing at a time. The last argument is believed the bunkers." In the article, published in the to have contributed in a very great degree to Morning Post for October 10, 1906, from which the decision to give the Dreadnought no secondthese words were quoted, reference was made to the essays in which this, and other arguments which follow, were developed. It was also the conditions of actual war may by seen thich follow, were developed. It was also the spotting officer would have to decide which argued that because superior speed renders very

large ships necessary it thereby forleits that I were the splashes of his own ship's projectiles power of strategical distribution which is a and which those of his next ahead probably firprime feature of true mobility. These were the ing at the same time at the same target. chief points of the adverse strategical argument; and though the second of them may be held to be temporarily in abeyance they were never refuted, and that although Mr. Julian Corbett, who is the official lecturer on naval history to the Naval War College, read a very ingenious paper on the subject. Those views were examined in the Morning Post of May 2 It has not been refuted.

As to the tactical argument, it was shown as clearly as can be, diagrammatically in fact, that considerable time after battle had beed joined and recent experience has shown that the result of naval battles is likely to be decided within very few minutes. It was also argued then, as before, that sacrifices of fighting power in order to obtain superior speed should not be made save on very solid evidence, because no feature of a ship is so precarious or so easily lost, by accident, in battle, or merely by lapse of time, as speed. These arguments, too, have never been refuted, and still hold the field.

The German Admiralty has decided wisely, is believed, not to make sacrifices for the pursuit of this Will o' the wisp. On a displacement equal to or less than that of the Dreadhought they have produced a battleship type, the Nassau class which by forfeiting perhaps 11 knots of speed is able to carry an additional battery of twelve 7.7in. 154pr. guns. In this the German battleships are held to have an advantage.

SECONDARY ARMAMENT.

heavy gun but is long range for them.

regulated by the observation of its effects. 3. That when a large number of guns are

mounted the "blast" of some of them must to avoid anything which might seem obscure to needs interfere with the accuracy of fire of some 4. It is also frequently asserted that the

victory of Tsushima was due to the effect of the Japanese 12 inch guns.

It was answered to these contentions: 1. That the assumption that inture naval battles will be fought entirely, or even chiefly, at long range is quite unjustified by any experience in the past. The range at which fire will be opened will no doubt be long in the future, when conditions of weather admit of it, and it is therefore necessary that a battleship should have a proportion of long range guns. But at extreme ranges the proportion of hits has always been so small, when compared with that attained in peace practice, that the decisive part of the battle will take place at moderate range. Ships carry but little heavy gun ammunition, and cannot afford to waste it. It is also argued that penetration of the enemy's armour is by no means as essential as it is represented to be, that a ship can be reduced to an impotent wreck-as was the Suravof,

which bore Rojdestvensky's flag at Tsushima though her armour be all but unsoathed. As the horse-power in the Nassau bears about In order to achieve this result a large in order to gain high speed. A further refer- Captain Semenoff, of the Russian Navy, who, ence will be made presently to the question being then a veteran in naval war, was appointed whether it is desirable that battleships should to the flagship as official observer, and be endowed with an abnormal degree of speed. in that capacity was present at the Battle of The word "abnormal" is designedly used; for Tsushima on board the flagship which was

when compared with that of all former British | "For a great many years in naval gunnery two battleships, and with that of the German ships distinct ideas have prevailed—one is to inflict on against which they are designed to act in case | the enemy severe and heavy damage, i.e., to stop movement, to penetrate; briefly, to put the ship The second consideration is as to the arma- at once out of action. The other is to pour upon ment of the German ships, which, in addition to him the greatest volume of fire in the shortest their heavy guns, are to have a powerful secondary time - though it be above water and the actual battery of 6.7in. pieces, whose projectile weighs damage caused by each individual shot be 154lb. The British ships have no such lattery, immaterial—in the hope of paralysing the ship, there being in them no guns intermediate be- trusting that if this were done it would not be tween the 12-inch and the 3-inch 12pr. or the difficult to destroy her completely. In the late

will, of course, have some similar armament of England used to hold the second; but the small pieces. Some further examination of these Dreadnought type, which is officially claimed to two points follows. embodies the first in an extreme degree.

It is also pointed out, very relevantly, that in as a convenient technical ty to connote what the North Sea the weather conditions are such

(2) For the purpose of this discussion firecontrol can only be described as a "Humbert's safe." The Admiralty could not, in any case, be expected to disclose the data on which their argument on it is based. But this much may be pointed out, that the condition of fire control "Mobility of forces is a prime necessity in officer to almost certain destruction. He had war. The greater the mobility the greater the to stand in the fire control position, a top placed

Experiment showed that he was almost certain to be destroyed, by the fall of the mast if the masts which would not fall-tripods or Eiffel Tower pattern-were introduced But even this precaution cannot make him reasonably safe, and an entire recasting of the system of

control is now under study. It is also urged, as an argument against attaching an excessive valve to the effect of firecontrol, that the system of regulating the fire by "spotting" the fall of shot is a peace system; that it can be effective only when one ship at a time is firing, i.e., when it is certain in that the splashes observed are caused by her own gons,

3. As to "interference" little need be said. The term means that, owing to the dangerous "blast" and eye-deceiving "mirage" created by the omission of large volumes of gases from neighbouring, guns, the gun that suffers loses efficiency to a greater or less degree. This much, however, may be pointed out, that these conditions have long been familiar in all Napiles, to the Germans as to our own officers, and that the German Admiralty shows by its action that it does not consider the sacrifice of the secondary armament to be demanded thereby. (4). This contention has been already met in

the answer given to the first paragraph.

In conclusion, it may be mentioned that two years ago, when the Breadnought design was familiar, the officer who was awarded the gold medal of the Royal United Service Institution for the year won the prize with an essay on this After a close study of the question, starting from a presumed displacement of 18,000 tons, he decided that the best type of ship would be given sepeed of 19 knots and a mixed armament of seight 12in. and sixteen 6in. guns. As a gunnery officer with a listinguished record it may at least be assumed that he was familiar with the technical difficulties involved. It is curious too to reflect that the ship which seemed to him to represent the ideal is almost exactly reproduced in the Nassau and her sisters.

Nothing in this article should be taken as even hinting at a belief that in the presentcrisis we must not immediately proceed to build more large ships. Its object is to show that we must not presume upon the quality of the ships which The official view as to secondary armaments | have been built for the Royal Navy during the battleships and "armoured cruisers" alike, and ships of the present year's programme will be 2. That the mounting of a large number of 30 per cent. stronger than their predecessors

This, however, is clear: that in designing capital ships the Admiralty has shown ignorance of the nature of navel war; and that at the present time, when an increased programme of ships of this class is forced upon us, it would be folly to trust longer to a Board which has abused its opportunities. What we need is a new building programme, a new type of capital ship, and a new Board of Admirality.

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